Milton Keynes City Council

2025 Air Quality Status Report (ASR)

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

June 2025
Version 2

Information	Milton Keynes City Council Details
Local Authority Officer	Megan Harrison
Department	Environmental Health
Address	Civic, Saxon Gate East, Milton Keynes, MK9 3EJ
Telephone	01908 252759
E-mail	Megan.harrison@milton-keynes.gov.uk
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Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Milton Keynes City Council with the support and agreement of the following officers and departments:

Environmental Health, Transport, Planning, Public Health and Sustainability teams.

If you have any comments on this ASR please send them to Megan Harrison at:

Milton Keynes City Council, Civic, 1 Saxon Gate East, Central Milton Keynes, MK9 3EJ

01908 252759

Megan.Harrison@milton-keynes.gov.uk

Executive Summary: Air Quality in our Area

Air Quality in Milton Keynes

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.

In Milton Keynes City Council (a unitary authority) air quality is managed jointly by Environmental Health, Transport Policy, Development Control, Public Health and Sustainability Departments. The Council also works in partnership with other local authorities, with the Environment Agency (East of England Region), and attends Herts, Beds and Neighbouring Authorities Air Quality Forum.

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

Table ES 1 – Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

Actions to improve air quality in 2024

2024 was another busy year for the City of Milton Keynes, with the city emerging further as a vibrant hub of tech and innovation.

This year, The Times named Milton Keynes one of the best places to live in the UK, highlighting our city for being young, smart and affordable. Milton Keynes was successful in joining the Net Zero Cities programme, twinning the city with Lyon in France, and in joining the Barclays Tech Ecosystem support programme.

The city held its first ever Milton Keynes Artificial Intelligence Festival. This delivers on the city council's Technology, Smart City, Digital and Creative Industries Strategy, cementing Milton Keynes' global reputation as a smart city and the home of innovation.

'Milton Keynes 2024 Year in Review,' features a few business news stories, events and achievements the council has been involved in throughout the year.

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.

Here are the highlights of actions and events that took place in 2024 in Milton Keynes that had an effect on air quality in the area:

Consultation on MK City Plan

Milton Keynes City Council published the first draft of MK City Plan 2050. The plan proposes more affordable family homes, new jobs, infrastructure for growing city, climate action and protection for green space.

It sets out a preferred blueprint for the city's development until 2050, at which point Milton Keynes is expected to be larger than Cardiff with a population of around 400,000 people.

The Plan describes the type of homes, jobs and facilities needed to meet that growth and put local people's needs first, including that no development should happen without the health facilities, schools, shops and community facilities the city needs.

This common sense 'Infrastructure First' approach includes allocating space for seven new care homes, 33 dentists, 30 new schools, around 4,000sqm of land for GP surgeries and health care, and other facilities.

The draft Plan also describes how:

- An additional 30,000 homes will be built in addition to those that are already planned for, based on a government formula. Previously undeveloped sites must have at least 40% affordable homes.

- Growth in rural areas where local infrastructure could not support development is ruled out.

- A new mass rapid-transit system could connect the city's highest growth areas with the city centre through efficient, reliable and eco-friendly public transport.

- A city centre would be transformed with facilities including an undergraduate university, state of the art events arena, and space for an expected 30,000 new jobs with a focus on tech. Around one in three jobs in MK is now in technology or a related business.

- Bold ideas will help tackle climate change and protect green spaces.

"The MK City Plan sets out a clear roadmap about how we can deliver well-planned sustainable growth over the next three decades. While our housing numbers are set by government, the responsibility to ensure that growth is delivered sustainably and in the right places is ours.
"Issues with young families getting on the housing ladder are not unique to Milton Keynes. Through the MK City Plan we will require developers to build at least 40% affordable family homes that align with local incomes. MK is already an economic powerhouse which we want to continue to grow. The MK City Plan will ensure we create the right jobs, secure a university in CMK and deliver regeneration in Bletchley to secure a better quality of life for our people.
"We understand concerns about the pressure that growth could put on existing services, and that's why we're taking an infrastructure first approach to secure funding for our local hospital, new health facilities, new schools and places for the community to enjoy. Growth must be measured and sustainable, which is why we won't be allocating sites in places like

west of Olney, MK North and in some other rural areas because the infrastructure isn't right. "This is a really important opportunity for people to tell us about the things that matter to them when it comes to the future of our city. I encourage people to get involved in the consultation and share their thoughts with us."

- Leader of MK City Council, Cllr Pete Marland

MK City Plan 2050 is an important planning document that will be submitted to the Secretary of State in 2025. The full draft plan can be read here . The City Council will use the feedback it receives from local residents and businesses to refine the draft Plan before it is submitted to the Secretary of State in 2025.

Technology, Smart City, Digital and Creative Industries Strategy

As part of its overarching Council Plan, Milton Keynes City Council has published a five-year Technology, Smart City, Digital and Creative Industries Strategy to grow the city's global reputation as a smart city and home of innovation.

Recent research has put the city's tech productivity above that of Oxford and Cambridge. One in three jobs in Milton Keynes work in tech, and the city is home to more than 1,800 creative firms.

The city council recently launched a dedicated tech website https://protospace.uk/ to connect and support local firms, and this week announced five start-ups who will receive funding to help their businesses grow to the next level.

Milton Keynes has an enviable reputation as a smart city where researchers can trial initiatives to help modern cities become greener and more pleasant places to live and work.

Current live trials in the city involve self-driving shuttles, urban drone deliveries, and advanced radio communications.

Late last year, Bletchley Park hosted world leaders, academics and entrepreneurs including Vice President Kamala Harris and Elon Musk for the world's first global AI Safety Summit, which resulted in The Bletchley Declaration.

The new Strategy sets out a vision for how Milton Keynes can build on this strong position by, among other goals:

- Creating a Smart City, Tech, Design and Innovation Quarter in Central Milton Keynes.

- Generating new opportunities that will create skilled local jobs and develop home-grown creative talent.

- High profile events such as a new commission by Skymagic – the world's leading drone light show company – who later this year will present a spectacular new performance exploring the future of the city.

- Making the case for Milton Keynes to be the home of the UK hub for AI regulation and standards.

- Focusing on artificial intelligence, data science, smart city technologies, robotics, and advanced communications.

"Milton Keynes already holds its head high amongst the world's leading tech cities. Our new five-year strategy will keep us thinking big, thinking green and thinking globally while making sure our ambitions continue to create jobs, build skills to deliver other immediate practical benefits for local people and businesses."

- Cabinet Member for Innovation, Cllr Shanika Mahendran

City Council secures investment from Barclays Eagle Labs to supercharge local tech sector

Milton Keynes City Council has secured an investment from the Barclays Eagle Labs Ecosystem Partnership Programme, funded by the Department for Science, Innovation and Technology, which it is match funding, to support the Milton Keynes tech ecosystem, and assist the City Council in delivering its Technology, Smart City, Digital and Creative Industries Strategy.

The Milton Keynes tech ecosystem initiative will play a key part in the city council's ambitions to grow Milton Keynes' global reputation as a smart city and home of innovation.

The Ecosystem Partnership Programme delivered by Barclays Eagle Labs and funded by the Department for Science, Innovation and Technology, provides funding to UK start-ups to help them succeed and scale up their business. Milton Keynes City Council successfully applied for funding from the Programme and is match funding the investment received.

In addition to securing the Barclays funding, the City Council is pleased to announce the successful partner it will be working with in 24/25 on its tech ecosystem project. Protospace will receive funding to nurture and accelerate the growth of tech and digital businesses in the city. Protospace is an MK-based not for profit initiative which is making major strides to connect and support the tech sector. It will use the funding to create a diverse calendar of events that will serve as a centre for knowledge sharing and networking for the local tech sector. Expect expert-led forums, roundtable discussions and entrepreneurial meetings to support Milton Keynes in leading in tech and innovation on the world stage.

Protospace will work with the city council over the next year to boost the local tech ecosystem, focusing on:

- **Strengthening MK's tech networks:** encouraging collaboration among tech professionals

- **Identifying challenges and opportunities:** creating a forum to discuss sector-specific challenges and opportunities

- **Professional development:** ongoing learning and development to enhance skills in the sector

- **Increasing accessibility**: making the tech sector more approachable and open to encourage diverse participation

Barclays will also be an integral partner in a number of the events and in strategic work. Tech enthusiasts, entrepreneurs, investors and other members of the MK tech sector can find out about the events at https://protospace.uk/

Milton Keynes is a highly successful place to do business and has been at the forefront of growth in tech in recent years. The city has an enviable reputation as a smart city where researchers can trial initiatives to help modern cities become greener and more pleasant places to live and work. Current live trials in the city involve self-driving shuttles, urban drone deliveries, and advanced radio communications. Already, one in three jobs in the city is in technology, and the city council and its partners have ambitious plans to grow and connect the tech ecosystem in the city.

"We're really ambitious about our tech and innovation prospects in Milton Keynes, and programmes like this will further establish our city as a world leader in the sector. Our city is brimming with enthusiastic entrepreneurs especially in tech. We're determined to grow and connect the sector with further investment to give start-ups the opportunities to flourish. It's fantastic to have Eagle Labs onboard who will provide us and Protospace with unrivalled resources and expertise to supercharge our tech and innovation sectors."

- Cabinet Member for Economy, Sustainability and Innovation, Cllr Shanika Mahendran

"We are excited to announce this funding for the Milton Keynes City Council. Using our Ecosystem Partnership Programme, we are allocating funding to organisations that are already plugged into their national and regional ecosystems. Our support Milton Keynes City Council and similar organisations highlights our ongoing commitment to support the tech sector, which is vital to the continued growth of local economies across the whole of the UK."

- Amanda Allan, Director of Barclays Eagle Labs

"We are thrilled to partner with Milton Keynes City Council and Barclays Eagle Labs to drive forward the growth of the tech sector in Milton Keynes. This investment will enable us to create impactful events and initiatives that foster collaboration, innovation, and professional development within our vibrant tech community. Milton Keynes, known as a

smart city and a test bed for cutting-edge innovation, is uniquely positioned to lead in technology advancements. With its supportive start-up and scale-up ecosystem, we are committed to making it a leading hub for technology and innovation, both locally and globally."

- Oliver Waters, Director of Protospace

Smart City Action Plan

Milton Keynes City Council has unveiled an ambitious Smart City Action Plan aimed at tackling climate change, enhancing public health and delivering more cost-efficient public services.

The action plan supports the city council's Tech, Smart City, Digital and Creative Industries Strategy designed to grow MK's global reputation as a smart city and home of innovation. It sets out the city council's goals from its smart city and innovation work, and the workplan over the next two years.

A fundamental part of the plan is to enable advanced technologies to operate in the city and encourage more innovative trials to address societal challenges, including sustainability, access to healthcare and the rising operational costs of public services. Key initiatives include:

• Enhanced partnerships – working closely alongside partners, including The Open University to drive marketing and engagement through the MK:Smart programme – a joint partnership to align smart city work

• Engagement – launching a comprehensive plan to involve residents through the new Experience Centre at centre:mk – a joint initiative between private sector partners and the

city council, serving as a shop window for customers to experience and interact with robots and digital technologies

•   Developing the Testbed – The city council's plans to build a world leading 'city as a testbed'

The city council will continue to support nationally strategic innovation projects, positioning MK as a hub where cutting-edge technologies can be tested and scaled to benefit modern urban environments.

Any organisation with an interest in trialling new technologies in an urban environment can contact the city council through Invest Milton Keynes on enquiries@investmiltonkeynes.com.

More than 1,000 people attended the city council's Artificial Intelligence Festival which brought together tech experts and businesses to showcase cutting-edge technologies that the city will benefit from in the coming years. Plans are already underway for next year's Milton Keynes Tech Week event.

Milton Keynes has an enviable reputation as a 'testbed' where researchers can trial initiatives to help modern cities become greener and more pleasant places to live and work. Current live trials in the city involve self-driving shuttles, urban drone deliveries, and advanced radio communications. Already one in three jobs in the city are in tech, and the city council is determined to encourage further local tech investment, creating more skilled jobs for local people.

"We're really passionate about tech and innovation in Milton Keynes, especially if it means we can tackle climate issues, improve access to public health, create local jobs and deliver better public services for our residents. Our Smart City Action Plan ensures we continue to break down barriers between emerging tech and everyday life to prioritise how our residents can benefit. If you have an idea for a smart city trial that can improve the lives of Milton Keynes residents, we want to hear from you."

- Cabinet Member for Economy, Sustainability and Innovation, Cllr Shanika Mahendran

MK:Smart innovation through City Council and OU partnership

Milton Keynes City Council and The Open University have teamed up to promote Milton Keynes as one of the world's leading smart cities through the hugely successful MK:Smart initiative.

Led by the OU and involving more than 20 organisations, MK:Smart began ten years ago to introduce large scale technology trials to Milton Keynes in order to research and demonstrate how cities around the world could improve standards for their citizens through innovation, with specific work into sustainable transport, energy use and water consumption.

MK:Smart saw Milton Keynes becoming the first UK place to trial a driverless car and laid the foundations for robots on city streets and many more innovations. The project was partly funded by the Higher Education Funding Council for England.

While high tech research projects continue today in the city, such as recent trials of self-driving shuttles and of delivery drones that could revolutionise the supply of emergency medicines, and the city even developing its own dedicated 5G network solely for research use, MK:Smart as a project officially ended in 2017.

But now, the partners are returning to MK:Smart to remind the academic and business community that Milton Keynes is a brilliant place to run 'living laboratory' tests and trials.

A new MK Smart website can be found at www.mksmart.org.

The website will be a home page for information on all things Smart City in Milton Keynes, building on the legacy the original MK:Smart project.

"Over the last ten years Milton Keynes has welcomed academics, city leaders and businesses from around the world as they seek new solutions for green and modern cities.

We rightly have an incredible international reputation as the home of innovation and as a place that enables large scale trials. MK:Smart was the catalyst for some of this groundbreaking work and we're delighted to revive our partnership with the OU and find new projects that keep us at the forefront of innovation."

- Cabinet Member for Innovation, Cllr Shanika Mahendran

"The highly successful MK:Smart initiative demonstrated that excellent results can be achieved when academia, business and government come together to foster innovation and promote economic growth. Ten years after the launch of the original MK:Smart project, it is exciting to see the OU and MK City Council renewing their partnership to progress the Smart City agenda in Milton Keynes and contribute to tackling major societal challenges. I am very much looking forward to the next developments in this collaboration."

- Professor Enrico Motta from The Open University's Knowledge Media Institute

Continued achievements under the MK Sustainability Plan 2019-2050
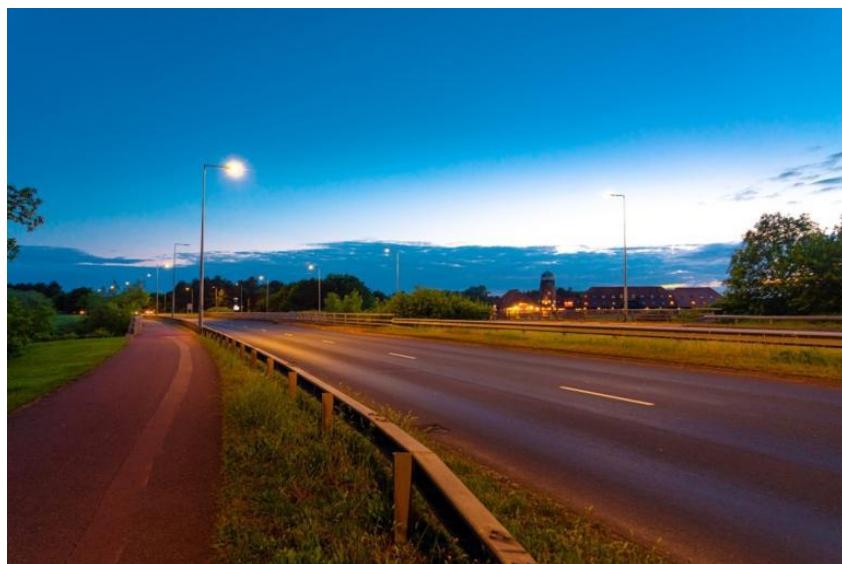
Energy efficient council homes, green planning policies and LED street lighting are all part of Milton Keynes City Council's Sustainability Strategy 2019-2050 to cut emissions and become a world leading sustainable city.

The city council has cut carbon emissions by tens of thousands of tonnes in the last five years and modelling shows that it is on course to become carbon neutral by 2030.

Some of the key city council projects as part of this work include:

- **Green homes** – work is underway to deliver energy efficiency measures to almost 2,000 council homes, with support from the Government's Social Housing Decarbonisation Fund

- **LED Street Lighting** – by spring next year, the city council expects to have converted all of its 56,000 streetlights to low energy LED light, saving tens of thousands of carbon

- **Green policies** – through its award-winning Sustainable Construction Planning Document, the city council requires that all future developments in MK meet the highest sustainability standards

As part of its award-winning £3.5m Economic Recovery Plan, the city council is investing £500,000 to support businesses make sustainability upgrades and employ dedicated staff responsible for cutting emissions. Almost 900 people and businesses have been supported by the fund.

"We're serious about the climate emergency and will do everything we can to set a good example of a clean, green and sustainable city. Everyone can play their part and we will continue our work to make MK an even better and healthier place to live."

- Cabinet Member for Climate Sustainability and Innovation, Cllr Shanika Mahendran

Recycling up by a third and greener vehicles

Milton Keynes City Council has set out some of the new ways it will cut carbon emissions as part of work to become carbon neutral by 2030 and tackle climate change.

The city council spends around £70m each year on environment and waste services, its second biggest spend after social care, covering work from collecting the city's waste to keeping trees and open spaces in good condition, and much more besides. As such, the area plays a big role in the council's green ambitions and in delivering a more sustainable city for residents.

Last year the city council invested in new state-of-the-art electric waste collection vehicles and rolled out wheelie bins with the aim of becoming the UK's greenest weekly waste collection service. As a result, city recycling rates have already risen by more than a third.

Now a new report has been published that explains what the environment and waste teams will do in the run up to 2030 to help the council become even greener and more sustainable, and to mitigate some of the impacts of climate change that are already being felt in the UK.

Three key goals set out how the city council will use more renewable energy, lower its emissions, and create a 'circular economy' where resources can be reused.

Specific activities include:

- Planting hundreds of new trees in urban centres to replace trees lost to disease.

- Looking at provision of renewable heat and more renewable electricity for the city.

- Moving to a fully electric fleet of waste and landscaping vehicles (currently around 25% is electric) powered by energy created from MK's unrecyclable waste.

- Increasing biodiversity within MK's green spaces through a carefully considered grass cutting schedule and by planting more wildflowers.

- Investing more than £500,000 in tackling the impact of local flooding.

- Installing new equipment at MK's waste processing facilities to further improve recycling.

"This is a significant set of actions that will really innovate how we work and tackle climate change, which is an essential commitment for local people, the environment and future generations. Moving towards net zero is vital for every organisation. We're playing our part in tackling climate change and on keeping a focus on increasing biodiversity around the city.

Raising recycling rates by a third from introducing wheelie bins shows exactly the kind of positive impact we can have when we commit to a big change. I'm excited this work will contribute so much towards the city's sustainability as well as getting the essentials right for local people."

- Cabinet Member for the Public Realm, Cllr Jennifer Wilson-Marklew

City Council avoids landfill use without incineration

As new research shows incinerating household rubbish is the UK's dirtiest way to make power, Milton Keynes City Council has announced it sent no waste to landfill in the last quarter thanks to its cleaner and greener gasification plant.

Milton Keynes City Council opened its Waste Recovery Park in 2017. The plant can process 133,000 tonnes of black bin/sack waste each year, enough to create power for 11,000 homes (nearly 10% of MK's homes). Today, the city council uses some of that power to run its state-of-the-art fleet of electric waste trucks.

Gasification is far greener and more efficient than incinerators, which power turbines that make electricity by burning waste. In Milton Keynes, waste that can't be recycled is boiled at high temperatures to create what's called syngas. Unlike incineration, this doesn't create greenhouse gases or nitrogen oxides. The Recovery Park also treats waste mechanically to extract metals and plastics for recycling and creates helpful compost through anaerobic digestion.

Ten years ago, the forward-thinking city council invested in its site at Old Wolverton to build the Waste Recovery Park as part of its commitment to sustainability. It typically diverts more than 99% of what Milton Keynes throws away from landfill, but in the last quarter, the city council reported that no waste had been sent to landfill at all.

Milton Keynes has a long history of environmentally friendly initiatives. In 1992, it became the first place in the UK to collect recycling from the kerbside. Last year, the city council rolled out red and blue recycling bins in a nod to its historic red and blue box system.

Since then, recycling rates have risen by more than a third, zooming Milton Keynes up the ranks of the cities that recycle most across England, and bucking the trend that councils in the UK are recycling less and incinerating more. In MK, around 65% of waste is currently recycled. The English average is around 44%.

"Yet again, Milton Keynes is leading the way for greener and cleaner initiatives. We believe in reuse and recycling, but where that isn't possible, we're able to divert waste from landfill without the need for incineration. Your council thought ahead to invest in sustainable technology ten years ago, and we did it again last year by modernising our weekly waste collections. We'll keep innovating so our city can keep making a positive contribution to tackling climate change."

- Councillor Jenny Wilson-Marklew, Cabinet Member for Waste and Recycling

City Council joins forces with Lyon to tackle climate change

Milton Keynes City Council has joined the [European NetZeroCities programme](#), an ambitious city-to-city learning initiative designed to accelerate efforts to address climate change.

As part of the programme, MK has been twinned with French city, Lyon to share knowledge, strategies and innovative methods in an effort to meet climate change goals and overcome obstacles to achieving net zero emissions.

NetZeroCities will provide the city council with valuable resources to learn about successful methods other cities have used to tackle climate issues. The city council will also have the opportunity to share its own examples of the work it is doing to tackle climate impact such as delivering energy efficiency upgrades in its homes and its impressive EV charging infrastructure.

The partnership with Lyon, a city renowned for its green initiatives will enable MK to build on its strong environmental track record and continue to find solutions to tackle key challenges, including sustainable transport, energy efficiency and other green infrastructure. In particular, the city council is keen to learn from Lyon's commitment to community engagement with residents, business and organisations in introducing sustainability measures. Lyon is also known for ensuring sustainability projects benefit its most deprived areas, something the city council wants to replicate.

By the end of the 18-month programme, Twin Cities will develop an action plan, which outlines the steps they will take to advance their climate transition efforts. This will be supported by NetZeroCities, who will oversee the programme and facilitate discussions, provide guidance, and help monitor the programme's impact in Twin and Pilot Cities.

Further information about the programme is available on the [NetZeroCities website](#).

"We're proud to be part of the NetZeroCities programme to tackle climate change and deliver a healthier future for our citizens. This partnership represents a bold step forward in our commitment to delivering a sustainable future. We look forward to working with Lyon to learn about the work they're doing and sharing our own experiences as we work together to overcome the barriers we face."

- Cllr Shanika Mahendran, Cabinet Member for Economy, Sustainability and Innovation

Funding secured to plant 6000 trees

Milton Keynes City Council secured Government funding to plant 6,000 trees around the city.

Milton Keynes City Council successfully bid for £325,000 from the [Forestry Commission's 'Treescapes Fund'](#) which it will use to plant natives such as oak, hawthorn and birch trees as well as to develop 'forest gardens' in several areas.

Forest gardens are where fruit trees are planted alongside vegetables and herbs in raised beds that communities can care for and benefit from. The city council will involve local people in designing their forest garden and how it will be looked after, with workshops to be announced shortly.

The proposed locations for additional tree planting are Bletchley, Bradville, Coffee Hall, Fishermead, Fullers Slade, Grange Farm, Netherfield, New Bradwell, Stacey Bushes and West Bletchley as these areas have less tree canopy cover than elsewhere in Milton Keynes.

"Trees can give so much to communities and to the environment, and in the last year we've planted more than 2,000 trees as part of our commitment to keep Milton Keynes a green, sustainable, and healthy city."

- Cabinet Member for Sustainability, Cllr Shanika Mahendran

"Winter is our peak tree planting period, and we'll act quickly to plant all the trees supported by this funding in time for spring. We'll also be out and about to involve local residents in designing a forest garden that they can help grow and enjoy for years to come."

- Cabinet Member for the Public Realm, Cllr Jennifer Wilson-Marklew

City Council to pave the way for electric future

Milton Keynes City Council is set to upgrade its public charging infrastructure to support the growing number of people making the transition from petrol and diesel cars to electric vehicles (EV).

Building on consultations with the local community and EV charging providers, the city council is positioning itself at the forefront of sustainable transport through the introduction of new superhubs, dedicated charge hubs, and residential charging options.

The new infrastructure will accommodate the city's growing EV take up, with electric cars already making up 16% of all vehicles in MK, which is projected to reach nearly 30% by 2030 and almost 100% by 2050. As part of the procurement process, the city council will be looking at providers who can deliver:

•   Superhub charging stations: high-capacity charging capability located in busy areas that can serve a large number of vehicles at peak times, with a five-minute top up

•   Dedicated charge hubs: located in both commercial and residential areas, these hubs will create a network that aligns with residents' daily routines and commuting patterns. Charge hubs will give drivers a top-up within ten minutes – one hour

•   Residential chargers: further investment in on-street chargers for households without off-street parking, designed for overnight charging

"We're seeing more people in Milton Keynes making the shift to EVs. The city council has an important role to play in encouraging sustainable transport and we're putting the infrastructure in place first, to give people the confidence to make the switch. These upgrades show that we're not just supporting today's EV drivers, but laying the foundations for a fully electric future."

- Deputy Leader of MK City Council, Cllr Lauren Townsend

Home electric car charging expanded in MK

Following a successful trial in 2023, Milton Keynes City Council is extending an innovative electric car charging trial which unlocks home charging for motorists without off street parking. The new method could save electric car drivers more than £1,100 each year.

In partnership with Kerbo Charge, the city council initially trialled 'through-pavement channels' for six families who don't have access to off street parking. The trial is now being extended for up to 100 electric vehicle users in Milton Keynes.

The product is installed in tarmac or stone pavements directly outside a customer's home, creating a narrow channel (30mm deep, 42mm wide) with a hinged lid in which the user can easily place a charging cable, running it to their car with no trip hazards from trailing cables.

The product has proved a success for many residents as it gives them the confidence to move from petrol/diesel cars to electric, reducing CO_2 emissions. David Peake, a resident that took part in the initial trial has hailed the new technology as 'transformational'. Prior to enrolling onto the trial, he either needed to trail a cable over the pavement or drive a small

distance to his nearest charge point. He and others now have a specially designed polymer channel with a self-closing lid in the pathway outside their house, which they can switch on using an app.

"The Kerbo Charge installation has been transformational for me because I can now safely charge my car at home and drive in electric mode every day, saving around 80 litres of petrol every week and slashing my emissions. Hats off to Milton Keynes City Council for leading the way with this new technology."

- David Peake, Milton Keynes resident

Recent data from Zap Map shows that on average, a resident who can charge their car at home spends £680 annually, compared to £1,820 for those using public chargers. This disparity is particularly evident for the 40% of UK households without driveways, where the expense of public charging turns many people away from owning an electric car.

Residents interested in the scheme can apply on the city council's website.

"We have a proud history of supporting innovation and encouraging electric vehicle uptake here in Milton Keynes. We have one of the best public charging networks in the country but want to do more to help our residents. This extended trial enables our residents to home charge when they do not have a driveway, giving them the confidence to switch to a low-emission lifestyle which helps us meet our sustainability targets."

- Cabinet Member for Public Realm, Cllr Jennifer Wilson-Marklew

"Our aim is to make it affordable for residents without driveways to move to electric. We're delighted that Milton Keynes City Council is making home charging accessible to residents with street parking across the city. Milton Keynes is known as one of the most innovative councils in the UK and they've certainly lived up to that reputation here."

- Kerbo Charge Co-Founder Michael Goulden

MK Connect pilot scheme aims to test faster journeys

On the third anniversary of MK Connect, Milton Keynes City Council's award-winning on-demand transportation initiative, the city council has announced a pilot scheme to test public appetite for shorter rural waiting times made possible by zoning the service.

Some passengers who travel from rural northern areas of Milton Keynes currently have to wait up to 70 minutes to be collected. The city council hopes by zoning the service, rural wait times can be reduced by more than three quarters – aiming for 15 minutes or faster.

The city council estimates that most journeys made during the pilot will remain within one zone, which means passengers won't need to change vehicle. However, a passenger whose journey takes them out of their pick-up zone may be asked to change, either to another MK Connect vehicle or to a bus if the journey follows an existing bus route. Changes won't be needed when bus services are less frequent, such as on Sundays or after 7pm.

Passengers who are asked to change vehicle will only be charged for one leg of their trip, so they won't pay more than they usually do.

More than 1.1m trips have been taken on MK Connect since it was introduced three years ago. The city council operates a fleet of 24 seven-seater vehicles, which local people can book on an app or by phone, before sharing their journey with other passengers going in the same direction. The green initiative, which is the largest of its kind in the UK, has won several awards including a 'Best Public Transport' transport industry award.

"We're running this pilot to check whether people prefer faster collections or the convenience of one vehicle, and we're doing it for six months so all passengers can give it a robust test. What people tell us will help determine how we organise MK Connect in the

future. MK Connect can be real lifeline so it's important we get everyone's informed feedback to help us make fair decisions."

- Cllr Jennifer Wilson-Marklew, Cabinet Member for Public Realm at Milton Keynes City Council

Love to Ride Winter Wheelers

Milton Keynes City Council partnered with Love to Ride to bring Winter Wheelers, a motivating winter biking challenge that makes winter riding fun, rewarding and accessible to everyone. Until 31 January, Winter Wheelers invites riders of all levels to embrace the cold weather by hopping on their bikes.

Winter biking offers numerous benefits, from boosting wellbeing to supporting the environment and reducing travel costs. Once registered for Winter Wheelers, all participants receive personalised emails to help them overcome their specific barriers and experience the benefits. They also gain access to Quick Courses and a wealth of tips and informative articles to help boost their confidence.

In 2023, nearly 30,000 enthusiastic participants, including 790 new riders wrapped up to ride as part of Winter Wheelers. Participants can win amazing prizes, including a £2,500 visa gift card, just by logging their rides on the Love to Ride app, which can be downloaded from the Apple App Store (iPhone) or on Google Play Store (Android).

"We've teamed up with Love to Ride to encourage more people to introduce cycling into their daily or weekly activities, to boost their health and wellbeing while exploring the redways and open spaces we have in MK."

- Councillor Akash Nayee, interim Cabinet Member for Public Realm

"We encourage and support people to ride their bikes during the winter season as a great way to stay active, enjoy a safe and efficient mode of transportation, and uplift their spirits even when the days are shorter, and the light is limited."

- Thomas Stokell, the CEO of Love to Ride

Cold Harbour Primary School won prestigious award for promoting cycling

Cold Harbour Primary School in Milton Keynes celebrated a significant achievement after being awarded Modeshift STARS Local Authority Primary School of the Year 2024/25 award for their exceptional efforts in improving cycling skills among students. The school was one of 47 from across the country recognised as demonstrating a commitment to promoting sustainable and active travel.

The school was recognised for its innovative approach and hard work tackling parking issues outside the school whilst also promoting sustainable transport choices to its pupils.

Initiatives included a series of hands-on workshops, cycling safety programs including Bikeability, and participation in national initiatives aimed at increasing pupils' confidence on two wheels. Children are encouraged to cycle to school regularly through 'Bike to School' weeks which helps to reduce car journeys and boost their own health and wellbeing.

The school also worked closely with parents and carers, local cycling groups, and the wider community to support the school's aims and help with safety.

The school has seen an impressive 27% decrease in car use on the home to school journey since 2016. Over the same period, the number of pupils cycling to school has increased from 1% to 9%.

Modeshift STARS is a national awards scheme that was created to recognise the support and initiatives by schools to encourage and support pupils to get to and from school by cycling, walking and other forms of sustainable travel.

"I'm delighted that the hard work by the pupils and staff at the school have been recognised nationally. It really is an amazing achievement for all involved and I hope that other schools will be inspired by their efforts."

"This is a great example of how we can make changes to switch to sustainable travel options for different journeys and this will help us to achieve our target for MK to be a carbon neutral city by 2030."

- Councillor Jennifer Wilson-Marklew, Cabinet Member for Transportation

"We are thrilled to have been recognised with the Modeshift STARS award. This award is a testament to the hard work of our students, staff, and parents, who have all embraced the initiative and helped to make cycling a core part of our school ethos."

- Sarah Kotulecki, Headteacher at Cold Harbour Primary School

Conclusions and Priorities

All air quality objectives have been achieved throughout the Borough even though the city continues to grow rapidly. Concentrations of NO_2 PM_{10} and $PM_{2.5}$ in Milton Keynes are continuing the long-term downward trend.

Priorities for the coming year are to complete the consultation and refinement of the draft MK City Plan 2050, and submit to the Secretary of State. Implement the five-year Technology, Smart City, Digital and Creative Industries Strategy to grow the city's global reputation as a smart city and home of innovation, and the Smart City Action Plan aimed at tackling climate change, enhancing public health and delivering more cost-efficient public services.

Energy efficient council homes, green planning policies and LED street lighting are all part of Milton Keynes City Council's Sustainability Strategy 2019-2050 to cut emissions and become a world leading sustainable city.

Share knowledge, strategies and innovative methods in an effort to meet climate change goals and overcome obstacles to achieving net zero emissions with Lyon under the European NetZeroCities programme.

Upgrade the public charging infrastructure to support the growing number of people making the transition from petrol and diesel cars to electric vehicles (EV), and extend the home charging trial in partnership with Kerbo Charge.

Continue promoting the use of ultra-low emission vehicles (ULEVs) and the initiatives in the MK Go Ultra Low City scheme. The public will also be encouraged to use public transport and to cycle and walk making full use of the extensive (325 km) Milton Keynes redway system. The Council will be following the vision set out in the MK Strategy for Future 2050.

Continue to promote the use of the Get Around MK app and MK Connect Service. We hope to continue the success of the e cargo bikes and e scooters, and make further progress the community electric car clubs across Milton Keynes.

How to get Involved

Milton Keynes has a huge network of redways, super routes, leisure routes and places to ride. Make up your own route or follow one of our suggestions. You can also join a group, go on an organised ride or take part in an event, there are lots of ways you can get involved and take up cycling in MK. We're a cycle friendly city with commuter facilities, secure cycle parking and a lot of cycle shops.

Improve your cycling knowledge by taking a course – learn to ride, Bikeability or maintenance, there's something for all abilities.

Join the Love to Ride community to take part in cycling challenges, learn new skills and win prizes. Here's how to get involved:

• Sign up for free at lovetoride.net

• Log your bike rides through one of three ways:

1. automatically with the Love to Ride app

2. on the website, lovetoride.net

3. or by syncing another riding app.

• Encourage others to take part for more chances to win.

You can download the Love to Ride app on the Apple App Store (iPhone) or on Google Play Store (Android).

MK Connect is our local transport service aimed at residents who aren't served by an existing bus route and can't get around by other means. Vehicles are shared by passengers heading the same way, with pickups typically within a couple of hundred metres of the passenger's home. More than 400,000 journeys have been made on MK Connect in the last year.

Further information is available on the MK Connect service.

Take the bus. You can find the timetables online as well as an interactive map of stops and an online journey planner.

Try car sharing:

Car sharing can reduce the number of miles you put on your car and save you money in fuel and maintenance costs.

Sharing the drive can also reduce your stress levels.

If you commute with someone else in your company you can get to learn about their department and work.

You could even make new friends or be a part of a new social group.

Use Milton Keynes Liftshare to find someone who's travelling the same journey, save on fuel and have some company on the commute.

Join the Central Milton Keynes car-sharing scheme:

Milton Keynes City Council Car Share is a parking permit for Central Milton Keynes employees who share a journey to work. Join the permit scheme for just £130 a year per person (£65 per person for a six month permit) to receive the following benefits:

Free parking in all standard rate spaces and over 350 reserved cars share bays in prime locations. Please see our Central Milton Keynes parking map for locations of our ample central standard (purple) bays.

Interested to learn more, visit the Car Sharing pages.

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Figures

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1 Local Air Quality Management

This report provides an overview of air quality in Milton Keynes City Council 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 Milton Keynes City Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in **Error! Reference source not found.**.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

Milton Keynes City Council currently does not have any declared AQMAs. A local Air Quality Strategy is under development to prevent and reduce polluting activities.

2.2 Progress and Impact of Measures to Address Air Quality in Milton Keynes

Defra's appraisal of last year's ASR concluded:

Defra comments	MKC comments
The report is well structured, detailed, and provides the information specified in the Guidance.	Noted
1. MKCC have provided a detailed list of measures to reduce road transport emissions including their innovative transport schemes, collaborating with multiple business to the research sustainable transport systems, and implementation of green infrastructure across the borough.	Noted.
2. The Council have provided detailed ways for the local populace to engage in air	Noted.

quality improvement, including implementation of augmented reality apps, the Love Exploring MK app, to help encourage use of pedestrian and cycle routes.	
3. MKBC have provided clear maps showing the locations of each monitor which is encouraged.	Noted
4. The Council has clearly stated that their diffusion tube deployments are in line with Defra calendar, which is commended and should be continued in future reports.	Noted
5. The Olney AQMA has now been successfully revoked following continuous compliance with the relevant AQOs, as such the council are developing a local Air Quality Strategy to prevent and reduce polluting activities which is encouraged. However, the Defra portal has not yet been updated to reflect the recent revocation, the council should amend this such that details are consistent between the ASR and the Defra portal.	Noted and will be updated
6. The Council have included the PHOF indicator for fractions of mortality attributable to $PM_{2.5}$ emissions to	Noted, reference made to Defra background maps in this report

provide additional context as to PM levels in the district which is commended. To provide further context the council could also make reference to Defra background maps.	
7. The Council have stated that they have used Roadbox 2 Olney as an annualisation site, which is a roadside monitor. In accordance with LAQM.TG22, the continuous monitoring sites used for annualisation, where available, should be background (Urban Background, Suburban or Rural) sites to avoid any very local effects that may occur at Urban Centre, Industrial, Roadside or Kerbside sites. The council should bear this in mind in future reports.	Noted, Roadbox 2 not used for annualisation for 2024 data.
8. The Council has provided a detailed list of measures to improve air quality, including funding status and progress to date. However, some measures do not have specific KPIs to measure success and reductions in emissions from measures have been marked unknown, it is recommended that the council explains how the measure reduces emissions in this section, i.e. reduced congestion, promotion of air quality	Noted and included in this report

awareness, increase in sustainable transport. The table of contents includes error references and lists tables not included in the report.	

Milton Keynes City Council 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 **Error! Reference source not found.** 53 measures are included within **Error! Reference source not found.**, with the type of measure and the progress Milton Keynes City Council 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 **Error! Reference source not found.**.

More detail on these measures can be found in their respective Action Plans links to which are in the table. Key completed measures are:

- Get Around MK website and app up and running.

- MK Connect Service

- E-cargo bikes up and running

- E-scooters scheme extended

- MK electric car community clubs launched and expanded

- Electric vehicle charging points for older residential areas

- School Streets pilot

- Diamond secure cycle parking

- BetterPoints app rewards scheme

- Towns Deal new redway construction at the Blue Lagoon

Milton Keynes City Council expects the following measures to be completed over the course of the next reporting year:

- MK City Plan 2050 submitted to Secretary of State

- Kerbo Charge trial expanded

- MK City of Trees planting

Milton Keynes City Council's priorities for the coming year are:

- Finalising the MK City Plan 2050 and submitting to Secretary of State

- Implementing the Technology, Smart City, Digital and Creative Industries Strategy

- Implementing the Smart City Action Plan

- Encouraging the continued uptake of ULEVs following the MK Go Ultra-Low City scheme and the expansion of the electric vehicle charging network.

- Continue to promote the Get Around MK website and app

- Progressing the measures in the Milton Keynes Future for 2050 strategy.

- Progressing the projects and measure in the Local Cycling and Walking Infrastructure Plan

- Progressing the measures in the Mobility Strategy, the First and Last Mile Strategy and the Transport Infrastructure Delivery Plan .

- Progressing the measures in the Sustainability Strategy

- Continue to support the StreetCAV and LivingLAPT projects

The measures stated above and in Table 2.1 have already achieved compliance in the now revoked Olney AQMA and Milton Keynes City Council anticipates that they will achieve exposure reduction across the borough.

Table 2.1 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	Go Ultra Low City Scheme	Promoting Low Emission Transport	Other	2017		MK Council	Office for Low Emission Vehicles (OLEV)	Partially Funded		Implementation	n/a	ULEV ownership per capita	EV Centre opened in July 2017 and by June 2019 had welcomed 100,000 visitors and arranged 4000 test drives.	Trialling of driverless cars on highways and pods on shared footpaths https://www.gov.uk/government/news/40-million-to-drive-green-car-revolution-across-uk-cities
2	Expansion of Electric Vehicle charging network	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2015		MK Council	MK Council/OLEV	Partially Funded		Implementation	n/a	Number of recharging events No of charge points	New charging hub at MK Coachway with 8 rapid and 4 ultra-rapid charge points. More than 400 public charge points installed.	15 min hub sites identified to act as multi charger sites to support residential charging
3	Vivacity - a sensor network providing real-time transport information; volume, classification, speed, turning counts, parking availability.	Traffic Management	UTC, Congestion management, traffic reduction	2017	2018	MK Council/Vivacity	MK Council/Vivacity	Partially Funded		Completed	n/a	Management of vehicle congestion, and reduction of emission	Approx 400 sensors on highways and 1 300 on parking areas.	Parking data purchased by MyMK for use in parking app. Traffic junction sensors are currently turned off.
4	Urban Traffic Management Control (UTMC) system	Traffic Management	UTC, Congestion management, traffic reduction	2018	2022	MK Council/DfT	National Productivity Infrastructure Fund. Planning tariff/section 106 agreement	Funded		Implementation		Management of vehicle congestion, and reduction of emission	First tranche of CMK signals upgraded, more to follow. CCTV and more of system to be delivered in next 2 years.	Installing an urban traffic management control system, inc bus priority measures.
5	UK Auto Drive programme	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2015	2018	MK Council, Government, industries	MK Council, Government, industries £19.4M	Partially Funded	£10k - 50k	Completed		Innovation and increase in sustainable transport	Trialling of driverless pods on shared footpaths ongoing. trialling of driverless cars on public highways in MK started March 2018	Research, development and integration of automated and connected vehicles http://www.ukautodrive.com/the-uk-autodrive-project/
6	Free ULEV green car parking permit. Cheaper permits for low	Promoting Low Emission Transport	Priority parking for LEV's	2016		MK Council	MK Council	Not Funded		Implementation	n/a	Number of permits issued	Introduced July 2016	https://www.milton-keynes.gov.uk/highways-and-transport-hub/smarter-choices/electric-vehicle-charge-points

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
	emission vehicles													
7	Smarter travel choices	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2012		MK Council	MK Council	Not Funded		Implementation	n/a	Number of visits to website per month, currently 5000 per month	ongoing	New website developed https://www.getsmartertravelmk.org/
8	Love to Ride - website encouraging cycling – cycle September June bike week. Prizes	Promoting Travel Alternatives	Promotion of cycling	2017		MK Council	MK Council	Not Funded		Implementation		Number of new rides and miles ridden per 12 months	All time participation stats up to April 2019: 134 organisations, 1858 people, 434 new riders, 1,147,712 miles 95,929 trips	Cycle incentives website https://www.lovetoride.net/miltonkeynes
9	Super Redway Routes	Transport Planning and Infrastructure	Cycle network	2017		MK Council	MK Council	Not Funded		Implementation		Increased walking and cycling	H6 super route completed. Works have been undertaken on other Redway routes e.g. H8 Marlborough St.	Awaiting funding for further routes
10	Cycling information, events and opportunities	Public Information	Via the Internet	2012		MK Council	MK Council	Not Funded		Implementation	n/a	Increased cycling	ongoing	Pedalling Culture Website developed http://www.pedallingculture.com/
11	Santander bike hire	Transport Planning and Infrastructure	Public cycle hire scheme	2017	2020	Santander/Next bike	Santander/Next bike	Funded		Completed	n/a	Number of hires	300 bikes 42 docking stations	Scheme relaunched in Dec 2019 with new cycle fleet and docking stations.
12	Lime-E Bikes	Transport Planning and Infrastructure	Public cycle hire scheme	2018		Lime	Lime	Funded		Implementation	n/a	Number of hires	50 bikes supplied (dockless GPS tracked)	Bikes are unlocked using phone app
13	Public Health support for healthy schools	Promoting Travel Alternatives	Promotion of walking	2019	2024	MK Council	MK Council	Not Funded		Implementation	n/a	No. of schools engaged	MoreLife UK commissioned to deliver- due to start schools element in Sept 2019	Working to improve the whole school environment to reduce childhood obesity- from physical activity policies to staff training and will include active travel
14	Modeshift STARS – national schools awards scheme	Promoting Travel Alternatives	School Travel Plans	2017		MK Council/DfT	DfT	Partially Funded		Implementation		Number of schools registered	40 schools registered. 19% light green modes (bus, park&stride, car sharing) 41% green modes (walking, cycling, scooting) 40% car	Walk to school, bike school and scooter training https://modeshiftstars.org/#
15	East West Rail	Transport Planning and	Public transport improvements-	2019	2024	East West Railway Company / Network Rail	EWR Consortium	Funded		Implementation	n/a	Increased rail transport	Phase 1 complete. Phase 2 construction	https://www.eastwestrail.org.uk/

Measu re No.	Measure Title	Category	Classificatio n	Year Measure Introduc ed in AQAP	Estimate d / Actual Completi on Date	Organisations Involved	Funding Source	Fundi ng Status	Estimat ed Cost of Measur e	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
		Infrastructu re	interchange s stations and services										started early 2020	
16	A421 Dualling to M1 J13	Traffic Manageme nt	Strategic highway improveme nts, Re-prioritising road space away from cars, including Access managemen t, Selective vehicle priority, bus priority, high vehicle occupancy lane	2018	2021	Central Beds Council/MK Council	DfT £28.5m project	Funde d	£10k - 50k	Completed		Reduction in congestion and emissions	Initial preparatory roadworks commenced Sept 2018	http://www.centralbedfordshire.gov.uk/transport/a421/overview.aspx
17	Highways England All-Lane Running (ALR) Smart Motorway	Traffic Manageme nt	Strategic highway improveme nts, Re-prioritising road space away from cars, including Access managemen t, Selective vehicle priority, bus priority, high vehicle occupancy lane	2018	2022	Highways England	Highways England £373m project	Funde d	£100k - £500k	Planning	Environmen tal report found NO2 emissions not significant and scheme will ease congestion	Reduction in congestion and emissions	Works commenced June 2018	https://highwaysengland.co.uk/projects/m1-junction-13-to-junction-16-smart-motorway/
18	Real time passenger information (RTPI) – bus routes	Transport Planning and Infrastructu re	Bus route improveme nts	2014		MK Council	MK Council	Not Funde d		Implementati on	n/a	Improved bus services, increased passenger numbers	Most key routes now have RTPI	https://www.milton-keynes.gov.uk/highways-and-transport-hub/bus-and-taxi/real-time-passenger-information
19	E-cargo bikes project	Promoting Travel Alternative s	Promotion of cycling	2020	2021	MK Council	Govt grant £220K	Funde d	£50k - £100k	Implementati on		Mileage undertaken using electric bikes	21 e-cargo bikes purchased	Level of take up for lease - will promote this for businesses https://getaroundmk.org.uk/cycling/e-cargo-bikes
20	Milton Keynes Strategy for 2050	Other	Other	2020	2032	MK Council		Not Funde d		Planning			Long term strategy approved by Cabinet Dec 2020	https://www.mkfutures2050.com/
21	Electric Vehicle charging technologie s trial	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructur e to promote Low Emission Vehicles, EV	2020	2021	MK Council CrowdCharge Flexitricity		Funde d		Implementati on		Increased uptake of EVs	Trial in progress	https://crowd-charge.com/

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			recharging, Gas fuel recharging											
22	E-scooters	Alternatives to private vehicle use	Other	2020	2024	MK Council, Lime, Spin, Ginger	DfT	Funded		Implementation		Number of hires	Initial trial of 50 completed, now 300 available for public use	https://getaroundmk.org.uk/get-connected/go-electric/e-scooter-trials
23	Solar powered bus stops	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	2020	2021	MK Council	MK Council	Not Funded		Implementation			Two displays installed	
24	Get Around MK website and app	Promoting Travel Alternatives	Personalised Travel Planning	2021	2021	MK Council	MK Council	Partially Funded		Implementation		Increased walking/cycling	Get Around website and app launched	https://getaroundmk.org.uk/
25	MK Connect	Alternatives to private vehicle use	Other	2021	2021	MK Council	MK Council	Partially Funded		Implementation		Number of hires	MK Connect in operation	https://ridewithvia.com/mk-connect/
26	Electric vehicle community charging hubs	Alternatives to private vehicle use	Car Clubs	2021	2023	MK Council	MK Council	Partially Funded		Planning		Increased uptake of EVs	The 1st hub has opened at Saxon Gate, Stony Stratford will open soon. More to follow	https://getaroundmk.org.uk/news/milton-keynes-community-charging-hubs
27	Bicycle parking	Alternatives to private vehicle use	Other	2021	2022	MK Council, Turvec, PWLC	MK Council, Turvec, PWLC	Partially Funded		Implementation		Increased cycling	Project launched	https://getaroundmk.org.uk/get-connected/work-smarter/cycling-parking
28	Electric vehicle charging points for older residential areas	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022		MK City Council, Connected Kerb, Ringway, OZEV	OZEV	Funded	£1 million - £10 million	Implementation		Increased uptake of EVs	Work has commenced	https://getaroundmk.org.uk/news/residential-electric-vehicle-charging
29	Milton Keynes Car Club	Alternatives to private vehicle use	Car Clubs	2022		MKCC, Enterprise Car Club	MKCC, Enterprise Car Club	Funded		Implementation		Number of hires	Some clubs have opened	https://getaroundmk.org.uk/get-connected/go-electric/car-club
30	School Streets Pilot	Promoting Travel Alternatives	School Travel Plans	2022		MK City Council	MK City Council	Partially Funded		Implementation		Increased walking/cycling to school	Pilot of two schools. More planned	https://www.milton-keynes.gov.uk/school-streets
31	5G network enabled one stop shop transport app	Promoting Travel Alternatives	Other	2022		MK City Council	MK City Council	Not Funded		Planning		Promotion of sustainable transport	Local 5G service being implemented	https://www.milton-keynes.gov.uk/news/2022/mk-lead-way-one-stop-shop-transport-app
32	Diamond secure cycle parking	Promoting Travel Alternatives	Promotion of cycling	2022	2022	MK City Council	MK City Council	Not Funded	£50k - £100k	Completed		Number of uses	Streetpods have been installed at various CMK locations	https://www.milton-keynes.gov.uk/news/2022/mk-council-installs-new-diamond-secure-cycle-parking-city-centre

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
33	Drone project	Other	Other	2022		MK City Council, Cranfield University Westcott DronePort	Government funding	Funded	£500k - £1 million	Planning			Planning and development stage	https://www.milton-keynes.gov.uk/news/2022/city-council-secures-ps1m-drone-project
34	Local Cycling and Walking Infrastructure Plan	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2023		Milton Keynes City Council	Government funding	Funded	> £10 million	Implementation		Increase in walking and cycling	Published and projects underway	https://www.milton-keynes.gov.uk/highways/transport-policy/local-cycling-and-walking-infrastructure-plan
35	Advanced Very Rapid Transport (AVRT)	Transport Planning and Infrastructure	Other	2023		MKCC, Costain, ARUP, Equipmake, Avant Design, Conigital	Government funding	Funded	£100k - £500k	Planning		Reduced congestion and reduced emissions	Funding secured to commission study	https://www.milton-keynes.gov.uk/news/2023/major-boost-advanced-rapid-transport-mk
36	Kerbo Charge trial	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2023	2024	Milton Keynes City Council, Kerbo Charge, Indra	MK City Council, Kerbo Charge	Not Funded		Implementation		Increased EV usage	Trial started	https://www.kerbocharge.com/
37	BetterPoints app rewards scheme	Promoting Travel Alternatives	Other	2023	2023	Milton Keynes City Council, Betterpoints	Milton Keynes City Council	Partially Funded		Completed		Number of sustainable journeys logged	Completed	https://getaroundmk.org.uk/news/get-around-rewards
38	Electric waste collection vehicles	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2023		Milton Keynes City Council	Milton Keynes City Council	Partially Funded		Implementation		Reduced emissions	Currently 4 vehicles fully electric. All vehicles have electric bin lifts	https://www.milton-keynes.gov.uk/news/2023/aiming-be-britains-greenest-weekly-waste-collections
39	Rights of Way Improvement Plan	Promoting Travel Alternatives	Promotion of walking	2023	2033	Milton Keynes City Council	Milton Keynes City Council	Partially Funded		Planning		Increased walking	10 year strategy published with number of projects to implement	https://www.milton-keynes.gov.uk/environment-parks-and-open-spaces/rights-way/rights-way-improvement-plan
40	MK: City of Trees	Other	Other	2023	2024	Milton Keynes City Council	Milton Keynes City Council	Not Funded		Implementation		Number of trees	Some of the trees have already been planted	https://milton-keynes.moderngov.co.uk/documents/s10204/Urban%20Tree%20Planting%20Plan%202023-2030_Annex%20A.pdf
41	Towns Deal new redways	Transport Planning and Infrastructure	Cycle network	2023	2024	Milton Keynes City Council	Government funding	Funded	£1 million - £10 million	Implementation		Increased cycling	Funded secured, redway in construction	https://groundbreakingbletchleyandfenny.co.uk/
42	Love Exploring app	Promoting Travel Alternatives	Promotion of walking	2021		Milton Keynes City Council, Parks Trust, Sprytar	Milton Keynes City Council	Not Funded		Implementation		Increased walking	Over 12,000 downloads. Est. 25,000km walked	https://loveexploring.co.uk/
43	BP Pulse electric charging	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV	2023	2023	Milton Keynes City Council, BP Pulse	Government funding	Funded		Implementation		Number of charge points	25 rapid chargers in CMK, >100 planned in residential areas	https://www.bppulse.co.uk/public-ev-charging

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			recharging, Gas fuel recharging											
44	StreetCAV project	Promoting Low Emission Transport	Other	2023		Milton Keynes City Council, Smart City Consultancy	Government funding	Funded	£1 million - £10 million	Planning		Reduced emissions	£2m grant funding secured	https://zenzic.io/cam-supply-chain-uk/streetcav/
45	LivingLAPT project	Promoting Low Emission Transport	Other	2023		MKCC, EIT Urban Motility, University College London, Aurrigo	EIT Urban Mobility	Funded	£1 million - £10 million	Implementation		Reduced emissions	Trial of vehicle has taken place	https://www.eiturbanmobility.eu/projects/livinglapt-2/
46	Free hopper bus service	Alternatives to private vehicle use		2023	2023	Milton Keynes Council, local bus companies	DfT	Funded		Completed		No. of passengers	Completed	https://www.milton-keynes.gov.uk/highways/bus-rail-and-taxis
47	Bus promotion and fare cap	Public Information	Via leaflets	2023	2024	Milton Keynes City Council	Government funding	Funded		Implementation		Bus usage	Extended to Dec 2024	https://www.milton-keynes.gov.uk/highways/bus-rail-and-taxis
48	Technology, Smart City, Digital and Creative Industries Strategy	Sustainability and innovation	Other	2024	2050	Milton Keynes City Council, Open University, Barclays Eagle Labs, Protospace	Barclays Eagle Labs	Funded		Implementation		Innovation	Strategy published with number of projects to implement	https://www.milton-keynes.gov.uk/sites/default/files/2024-03/Milton%20Keynes%20City%20Technology%20Smart%20City%20Digital%20and%20Creative%20Industries%20Strategy%202024-2029.pdf
49	Smart City Action Plan	Sustainability and innovation	Sustainability and innovation	2024	2029	Milton Keynes City Council				Implementation		Innovation	Plan published	https://milton-keynes.moderngov.co.uk/documents/s21938/Milton%20Keynes%20Smart%20City%20Action%20Plan_Annex.pdf
50	Relaunched MK:Smart	Sustainability and innovation	Sustainability and innovation	2024 (2017)		Milton Keynes City Council, Open University	Milton Keynes City Council, OU			Implementation		Research and development programme	Projects underway	https://www.mksmart.org/
51	NetZeroCities Plan	Sustainability information sharing	Sustainability information sharing	2024		Milton Keynes City Council, Lyon	Milton Keynes City Council			Planning		Shared sustainability ideas	Twinned with Lyon	https://netzerocities.eu/
53	Tree planting	Other	Other	2024	2025	Milton Keynes City Council	Forestry Commission	Funded	£325,000	Implementation		Number of trees	Successful grant bid	https://www.find-government-grants.service.gov.uk/grants/local-authority-treescapes-fund

2.3 PM$_{2.5}$ – Local authority approach to reducing emissions and/or concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[1], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM$_{2.5}$)). There is clear evidence that PM$_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Environment Act 2021 established a new framework for environmental targets for England. The Environmental Targets (fine particulate matter) (England) Regulations 2023 set targets under this framework for the air pollutant of most harm to health – fine particulate matter (PM2.5). The two targets, both to be met by 2040 are:

- Annual mean concentrations of PM2.5 to be 10 µg m-3 or lower

- Population exposure to PM2.5 to be reduced by 35% compared to 2018 levels

The two targets are designed to work together to drive actions that both reduce concentrations where it is highest and reduce the pollution that everyone in the country experiences. The responsibility for meeting the PM$_{2.5}$ targets sits with national government, but local government, businesses and individuals all have a role to play.

The Public Health Outcomes Framework (PHOF) includes an indicator relating to anthropogenic particulate air pollution, measured as fine particulate matter, PM$_{2.5}$. The indicator is known as D01 (previously 3.01) and the latest value for Milton Keynes is 6.5%, calculated from modelled 2022 data. This is the fraction of annual all-cause adult mortality attributable to PM$_{2.5.}$ As a comparison, the value for Central Beds is 6.5% and Luton 7.0%.

It is estimated that UK emissions contribute about 50% of total annual average PM$_{2.5}$, the rest is mainly from European countries, the proportion varying from year to year depending on meteorology; many episodes of high concentration occur on easterly winds. Emissions from diesel engines are a major source of fine particles. In January 2019 the government published the national Clean Air Strategy 2019. This identifies domestic wood and solid fuel burning as a major source of locally derived PM$_{2.5}$ emissions (up to 38%).

Defra publish background maps for PM$_{10}$ and PM$_{2.5}$ (as well as NO$_x$ and NO$_2$) for years 2021 to 2040, based on 2021 data. These provide estimates of background concentrations and can also be used to better understand the contribution of local sources to total pollutant concentrations.

Milton Keynes Council is taking the following measures to address PM$_{2.5}$ primarily by reducing emissions from transport and by promoting a more active lifestyle:

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

- Partnership working to address pollution and health concerns takes place between Environmental Health, Transport Policy, Public Health and Sustainability Departments within the Council. Public health evidence will be implemented to prevent and minimise impacts of air pollution, including NICE Guideline NG70: Air pollution: outdoor air quality and health (2017) and the Public Health England: Review of interventions to improve outdoor air quality and public health (2019).

- By promoting active travel plans - the "Get Smarter Travel in MK" campaign encourages more sustainable forms of travel such as walking and cycling, moving away from single occupancy vehicles.

- Raising awareness of the effect of air pollution on public health and of the health benefits of more active travel.

- Promoting the use of electric and other low emission vehicles and providing charge points throughout the Borough.

- Improving bus services and providing real time bus passenger information to encourage the use of public transport; Get on Board is a promotional initiative funded by the Department of Transport's Better Bus Area (BBA) fund.

- Procuring electric buses for major routes through the city.

- By adopting a low carbon, more sustainable approach to living in Milton Keynes. By implementing the Sustainability Strategy 2019-2050

- Promoting the use of Eco-design Ready domestic wood burning stoves and distributing leaflets advising how to operate and maintain stoves and the importance of using dry logs.

- Promoting the Ready to Burn fuel certification scheme for Manufactured Solid Fuels (MSF) and wood fuel, to comply with Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020.

3 Air quality monitoring data and comparison with air quality objectives and national compliance

This section sets out the monitoring undertaken within 2024 by Milton Keynes City Council 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

Milton Keynes City Council undertook automatic (continuous) monitoring at 3 sites during 2024. **Error! Reference source not found.** in Appendix A shows the details of the automatic monitoring sites. NB. Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem. The Data Archive - Defra, UK page presents PM10, PM2.5 and Ozone automatic monitoring results for Milton Keynes City Council.

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.

In March 2023 the MKCC owned FIDAS (particle monitor) joined Defra's Automatic Urban and Rural Network (AURN), this is a network of over 170 sites across the UK. The network allows DEFRA to check statutory air quality standards and targets are being met, identify long term trends in air pollution concentrations, and help to assess the effectiveness of policies to control pollution. In August 2023 the ozone monitor was also taken into the AURN. Now that these two MKCC monitors are part of the AURN, the data can be viewed online at the UK-air website.

3.1.2 Non automatic monitoring sites

Milton Keynes City Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 46 sites during 2024. **Error! Reference source not found.** in Appendix A presents the details of the non-automatic sites.

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)

Error! Reference source not found. and **Error! Reference source not found.** in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of $40\mu g/m^3$. 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 Appendix B. Note that the concentration data presented in **Error! Reference source not found.** includes distance corrected values, only where relevant.

Error! Reference source not found. in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of $200\mu g/m^3$, not to be exceeded more than 18 times per year.

There were no exceedances of either the annual or hourly objectives at any monitored location throughout the Borough. For the tenth year running all diffusion tube locations within the former (now revoked) Olney AQMA recorded annual means below the objective.

The highest value was 21.7 µg/m^3 recorded at KK1/2 18/20 Bridge Street, Olney. The automatic analyser in Olney recorded an annual mean of 16.8 µg/m^3.

The highest reading at a non relevant exposure site was 23.8 µg/m^3 at the grid road site LLL1/2 H8 Standing Way/Medale Road junction. Houses are set well back from the grid road and the reading at site MM1/2 Wheatcroft Close, Beanhill (the closest properties to the LLL1/2 site) were 15.0 µg/m^3, demonstrating the air quality benefits of the grid road system in Milton Keynes.

Figure A.1 shows a graph of the annual mean data from the automatic air quality stations. The slightly downward trend at all three monitoring stations since 2000 took an upward turn in 2019, which is most pronounced at the Fixed monitoring station at Civic. This may have been due to initial problems with the new analysers; diffusion tube raw data didn't show the same upward turn that year, as shown in Figure A.2. Monitoring data from 2020 onward shows the NO$_2$ levels to be back on the slight downward trend, with a very slight rise in Fixed and Roadbox 2 stations in 2023, reducing again in 2024.

3.2.2 Particulate matter (PM$_{10}$)

Error! Reference source not found. in **Error! Reference source not found.** compares the ratified and adjusted monitored PM$_{10}$ annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Error! Reference source not found. in Appendix A compares the ratified continuous monitored PM$_{10}$ daily mean concentrations for the past five years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.

There were no exceedances of the annual mean objective and no exceedances of the daily mean objective. The Fixed station at Civic recorded an annual mean concentration of 9.6 µg/m$_3$, well within the objective. Figure A.3 shows there is a slight downward trend at the stations over the last 10 years that flattens out from 2014 rising again in 2019, with 10 exceedances of the 24-hour mean. As with NO$_2$ data, the 2020 onwards datasets have reversed this apparent shift and the PM10 annual mean is again showing a downward trend.

3.2.3 Particulate matter (PM$_{2.5}$)

Error! Reference source not found. in Appendix A presents the ratified and adjusted monitored PM$_{2.5}$ annual mean concentrations for the past five years.

The PM$_{2.5}$ annual mean concentration at the Civic Offices in 2024 was 6.0 µg/m$_3$. With only 6 years of measured PM$_{2.5}$ data it is difficult to draw any trends, however, the readings have decreased from 2019 levels.

3.2.4 Sulphur Dioxide (SO$_2$)

Automatic monitoring was undertaken between 1999 and 2012. Sulphur dioxide is no longer monitored in Milton Keynes because levels are very low and there are no risks of exceeding air quality objectives.

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?	Monitoring Technique	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Inlet Height (m)
Fixed	Civic, CMK	Urban Centre	485070	239131	NO_2; PM_{10}; $PM_{2.5}$; O_3	NO	Chemiluminescence; Fidas 200E; UV absorption	113 (to residential)	4.8	3.2
Roadbox 1	Wolverton Road, Newport Pagnell	Roadside	486290	243344	NO_2	NO	Chemiluminescence	25 (to residential)	3.4	1.5
Roadbox 2	High Street South, Olney	Roadside	488922	251157	NO_2	NO	Chemiluminescence	11 (to residential)	2	1.5

Notes:

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

(2) N/A if not applicable

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)
B1, B2	Northampton Rd, Lavendon (Horseshoe PH)	Roadside	491769	253542	NO2	No	0.6	3.0	No	2.1
C1, C2, C3	10 High St South, Olney (Cowper School House)	Roadside	488914	251173	NO2	No	0.0	2.0	No	2.3
D1, D2, D3	9 High St South, Olney (Olney Wine Bar)	Roadside	488904	251177	NO2	No	0.0	1.7	No	2.2
E1, E2, E3	20 High St, Olney	Roadside	488926	251455	NO2	No	3.3	7.6	No	2.2
F1, F2, F3	17 High St, Olney (Opp No.20 High St)	Roadside	488905	251456	NO2	No	0.0	7.2	No	2.1
G1, G2	Corner of Coneygere and Palmers Rd, Olney	Suburban	489108	251213	NO2	No	10.4	1.7	No	2.2
I1, I2	63 High St, Newport Pagnell	Kerbside	487588	243912	NO2	No	2.0	0.4	No	2.4
K1, K2	16-17 Greenlands, Newport Pagnell	Suburban	486296	243208	NO2	No	10.1	1.6	No	2.1
L1, L2	5-7 Greenlands, Newport Pagnell	Suburban	486345	243230	NO2	No	5.4	1.4	No	2.5
M1, M2	42-44 Walnut Close, Newport Pagnell	Suburban	486495	243345	NO2	No	7.6	1.5	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
N1, N2	222 Wolverton Rd, Blakelands	Suburban	486069	243148	NO2	No	25.0	1.6	No	2.2
O1, O2	64 Nicholas Mead, Great Linford	Urban Background	486039	241484	NO2	No	2.4	4.0	No	1.9
R1, R2, R3	Static Air Quality Station (Civic)	Urban Centre	485070	239131	NO2	No	113.0	4.8	Yes	3.5
S1, S2, S3	Roadbox (Newport Pagnell)	Roadside	486290	243344	NO2	No	25.8	1.8	Yes	2.4
T1, T2	Silbury Boulevard, CMK (corner of North Tenth St)	Kerbside	485298	239126	NO2	No	28.2	0.9	No	2.5
V1, V2	63 Windsor St, Wolverton	Suburban	481412	240860	NO2	No	2.3	1.1	No	2.3
W1, W2	130 Newport Rd, New Bradwell	Roadside	482965	241515	NO2	No	6.1	1.6	No	2.4
AA1, AA2	Brook Farm, Broughton Rd, Middleton	Suburban	489237	239016	NO2	No	23.0	1.0	No	2.1
BB1, BB2	14-16 Newport Rd, Wavendon	Roadside	491498	237284	NO2	No	9.7	7.2	No	1.9
DD1, DD2	Aylesbury St, Fenny Stratford (Bracknell House)	Roadside	488118	233814	NO2	No	11.1	4.5	No	2.4
EE1, EE2	6 Atherstone Court, Two Mile Ash	Suburban	481331	238825	NO2	No	9.5	0.4	No	1.9

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)
FF1, FF2, FF3	Cross Keys Office, High St South, Olney	Roadside	488898	251186	NO2	No	0.2	1.6	No	2.0
HH1, HH2, HH3	Art Mart, 33 High Street South, Olney	Roadside	488891	251248	NO2	No	0.6	2.0	No	2.1
JJ1, JJ2, JJ3	New Roadbox location (Olney)	Roadside	488922	251157	NO2	No	10.1	2.0	Yes	2.1
KK1, KK2, KK3	18/20 Bridge St, Olney	Roadside	488917	251068	NO2	No	0.4	2.2	No	2.2
LL1, LL2, LL3	Courtney House, Bridge St, Olney	Roadside	488909	251077	NO2	No	0.4	1.7	No	2.1
MM1, MM2	18 Wheatcroft Close, Beanhill	Urban Background	486332	236228	NO2	No	10.1	0.3	No	2.2
PP1, PP2	1 Tudor Gardens, Stony Stratford	Suburban	479459	239536	NO2	No	17.0	2.3	No	2.2
QQ1, QQ2	Silver Street, Stony Stratford	Suburban	478740	240217	NO2	No	3.0	0.9	No	2.0
RR1, RR2	Horsefair Green, Stony Stratford	Suburban	478882	240265	NO2	No	3.5	2.6	No	2.0
WER1, WER2	97 Water Eaton Road, Bletchley	Roadside	487395	233174	NO2	No	12.0	2.5	No	2.4
AAA1, AAA2	4 Mary Rose, Brooklands	Suburban	489835	240351	NO2	No	4.2	4.8	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
BBB1, BBB2	267 Fen Street, Brooklands	Roadside	490299	239695	NO2	No	6.0	0.5	No	2.0
CCC1, CCC2	Grovesbrook, Station Road, Bow Brickhill	Roadside	490529	234611	NO2	No	12.2	2.9	No	2.0
DDD1, DDD2	Chapel St/Station Rd, Woburn Sands	Roadside	492923	235716	NO2	No	5.7	2.8	No	2.0
EEE1, EEE2	Miles Close, Blakelands	Suburban	486164	243168	NO2	No	17.3	1.6	No	2.0
FFF1, FFF2	Castlethorpe Road, Hanslope (Watt's Arms)	Roadside	480210	247012	NO2	No	8.6	1.5	No	2.0
GGG1, GGG2	Woolmans/Blackdown, Fullers Slade	Suburban	479905	239794	NO2	No	8.8	1.4	No	2.0
HHH1, HHH2	H2 Millers Way/Pitfield, Fullers Slade	Roadside	480426	239564	NO2	No	90.0	2.7	No	2.0
III1, III2	Avebury Boulevard/South 5th Street, Central Milton Keynes	Kerbside	485019	238338	NO2	No	10.8	9.0	No	2.0
JJJ1, JJJ2	H6 Childs Way/Tongwell Street (filling station)	Roadside	488802	239736	NO2	No	75.0	1.7	No	2.0
LLL1, LLL2	H8 Standing Way/Medale Road jcn	Roadside	486330	236324	NO2	No	26.2	1.2	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
MMM1, MMM2	Windermere Drive (opp Montessori Nursery), Lakes	Suburban	487635	232295	NO2	No	30.6	1.5	No	2.0
NNN1, NNN2	V10 Brickhill Street/Bradbourne Drive, Caldecotte	Roadside	489646	235024	NO2	No	24.5	3.8	No	2.0
OOO1, OOO2	A4146 Eaton Leys	Roadside	489248	233080	NO2	No	33.6	4.8	No	2.0
PPP1, PPP2	Whaddon Way/Rickley Lane (White Spire School), Bletchley	Kerbside	485837	234145	NO2	No	3.8	0.4	No	2.0

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
Fixed	485070	239131	Urban Centre	95.7	95.7	16.4	16.6	12.4	15.8	14.0
Roadbox 1	486290	243344	Roadside	92.1	92.1	24.2	29.7	24.9	17.8	16.2
Roadbox 2	488922	251157	Roadside	76.6	76.6	17.8	18.5	16.0	18.1	16.8

☒ **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 NO2 monitoring results: non-automatic monitoring (µg/m³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
B1, B2	491769	253542	Roadside	100.0	100.0	14.8	14.5	12.8	10.8	11.0
C1, C2, C3	488914	251173	Roadside	100.0	100.0	28.5	31.6	26.5	22.9	21.2
D1, D2, D3	488904	251177	Roadside	100.0	100.0	24.7	33.3	29.1	24.2	19.3
E1, E2, E3	488926	251455	Roadside	100.0	100.0	17.4	18.3	14.9	13.2	12.7
F1, F2, F3	488905	251456	Roadside	100.0	100.0	19.6	20.7	17.8	15.0	14.1
G1, G2	489108	251213	Suburban	100.0	100.0	8.8	9.4	7.9	7.0	6.9
I1, I2	487588	243912	Kerbside	100.0	100.0	23.6	23.6	20.2	17.1	16.4
K1, K2	486296	243208	Suburban	100.0	100.0	19.3	18.5	16.8	15.4	14.9
L1, L2	486345	243230	Suburban	100.0	100.0	17.8	17.6	16.0	15.1	14.1
M1, M2	486495	243345	Suburban	100.0	100.0	13.9	13.5	11.7	11.1	10.3
N1, N2	486069	243148	Suburban	100.0	100.0	16.5	18.3	14.8	13.2	12.9

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
O1, O2	486039	241484	Urban Background	100.0	100.0	13.4	14.7	12.0	11.2	10.3
R1, R2, R3	485070	239131	Urban Centre	100.0	100.0	13.6	14.6	13.1	11.1	10.6
S1, S2, S3	486290	243344	Roadside	100.0	100.0	22.2	23.8	20.4	18.2	18.2
T1, T2	485298	239126	Kerbside	100.0	100.0	17.7	21.3	18.3	15.3	15.6
V1, V2	481412	240860	Suburban	100.0	100.0	11.8	12.8	11.1	9.5	9.1
W1, W2	482965	241515	Roadside	100.0	100.0	16.5	18.0	15.4	13.9	12.8
AA1, AA2	489237	239016	Suburban	100.0	100.0	12.7	12.9	11.4	9.7	9.2
BB1, BB2	491498	237284	Roadside	100.0	100.0	13.8	15.0	12.1	10.7	9.9
DD1, DD2	488118	233814	Roadside	66.0	66.0	20.1	22.5	18.4	16.5	18.3
EE1, EE2	481331	238825	Suburban	100.0	100.0	8.6	9.9	8.4	7.7	7.1
FF1, FF2, FF3	488898	251186	Roadside	100.0	100.0	27.5	27.7	25.3	21.6	20.6
HH1, HH2, HH3	488891	251248	Roadside	100.0	100.0	23.1	25.3	20.7	17.1	17.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
JJ1, JJ2, JJ3	488922	251157	Roadside	100.0	100.0	19.9	21.5	16.9	14.9	14.4
KK1, KK2, KK3	488917	251068	Roadside	100.0	100.0	28.7	31.3	26.8	22.8	21.7
LL1, LL2, LL3	488909	251077	Roadside	100.0	100.0	25.1	26.6	21.8	19.2	17.6
MM1, MM2	486332	236228	Urban Background	100.0	100.0	20.3	21.7	20.0	15.7	15.0
PP1, PP2	479459	239536	Suburban	100.0	100.0	7.8	8.5	6.7	6.4	5.5
QQ1, QQ2	478740	240217	Suburban	67.9	67.9	13.3	13.7	11.5	11.8	10.8
RR1, RR2	478882	240265	Suburban	100.0	100.0	16.9	17.4	14.4	13.2	12.8
WER1, WER2	487395	233174	Roadside	90.6	90.6	18.8	19.5	15.6	14.6	16.0
AAA1, AAA2	489835	240351	Suburban	100.0	100.0	15.9	16.2	13.5	12.1	11.5
BBB1, BBB2	490299	239695	Roadside	100.0	100.0	17.6	19.1	16.9	14.4	13.2
CCC1, CCC2	490529	234611	Roadside	100.0	100.0	12.7	12.6	10.4	9.5	8.2
DDD1, DDD2	492923	235716	Roadside	100.0	100.0	12.0	12.0	10.3	9.4	8.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
EEE1, EEE2	486164	243168	Suburban	100.0	100.0	17.5	17.8	15.1	13.9	12.3
FFF1, FFF2	480210	247012	Roadside	92.5	92.5					8.5
GGG1, GGG2	479905	239794	Suburban	92.5	92.5					7.8
HHH1, HHH2	480426	239564	Roadside	100.0	100.0					15.0
III1, III2	485019	238338	Kerbside	100.0	92.5					17.6
JJJ1, JJJ2	488802	239736	Roadside	100.0	92.5					20.8
LLL1, LLL2	486330	236324	Roadside	100.0	100.0					23.8
MMM1, MMM2	487635	232295	Suburban	60.4	60.4					9.3
NNN1, NNN2	489646	235024	Roadside	100.0	100.0					15.8
OOO1, OOO2	489248	233080	Roadside	100.0	100.0					14.0
PPP1, PPP2	485837	234145	Kerbside	90.6	90.6					13.7

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

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

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

Notes:

The annual mean concentrations are presented as $\mu g/m^3$.
Exceedances of the NO_2 annual mean objective of $40\mu g/m^3$ are shown in **bold**.
NO_2 annual means exceeding $60\mu g/m^3$, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **<u>bold and underlined</u>**.
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.
Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.
(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 – Trends in annual mean NO₂ concentrations

Automatic Monitoring Stations
Annual Mean Nitrogen Dioxide Results
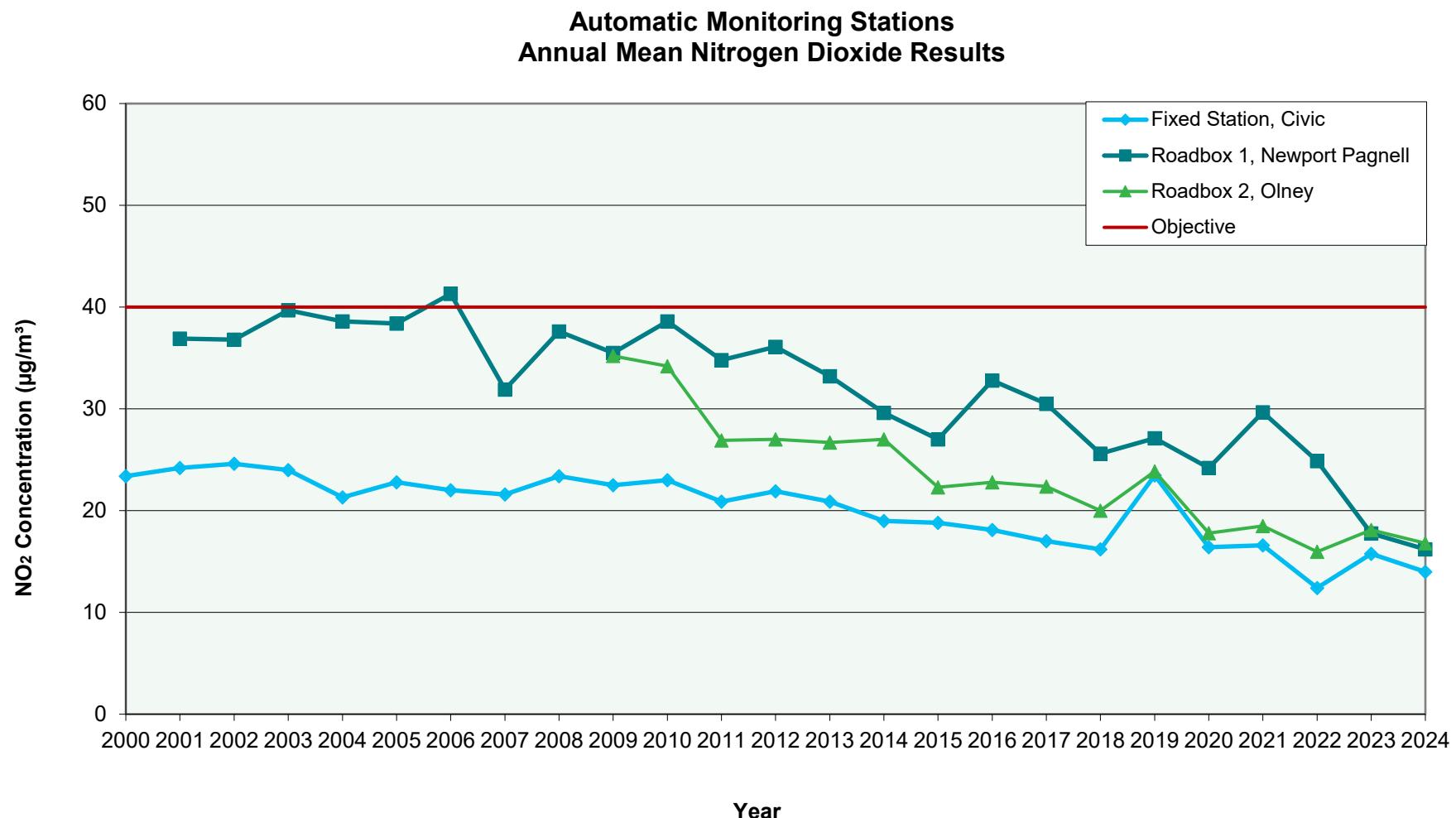
Table A.5 - 1-Hour Mean NO$_2$ Monitoring Results, Number of 1-Hour Means > 200µg/m^3

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
Fixed	485070	239131	Urban Centre	95.7	95.7	0	0	0	0	0
Roadbox 1	486290	243344	Roadside	92.1	92.1	0	0	0	0 (71.9)	0
Roadbox 2	488922	251157	Roadside	76.6	76.6	0	0	0 (64.6)	0	0 (65)

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%).

Figure A.2 – Trends in annual mean NO2 concentrations in diffusion tubes
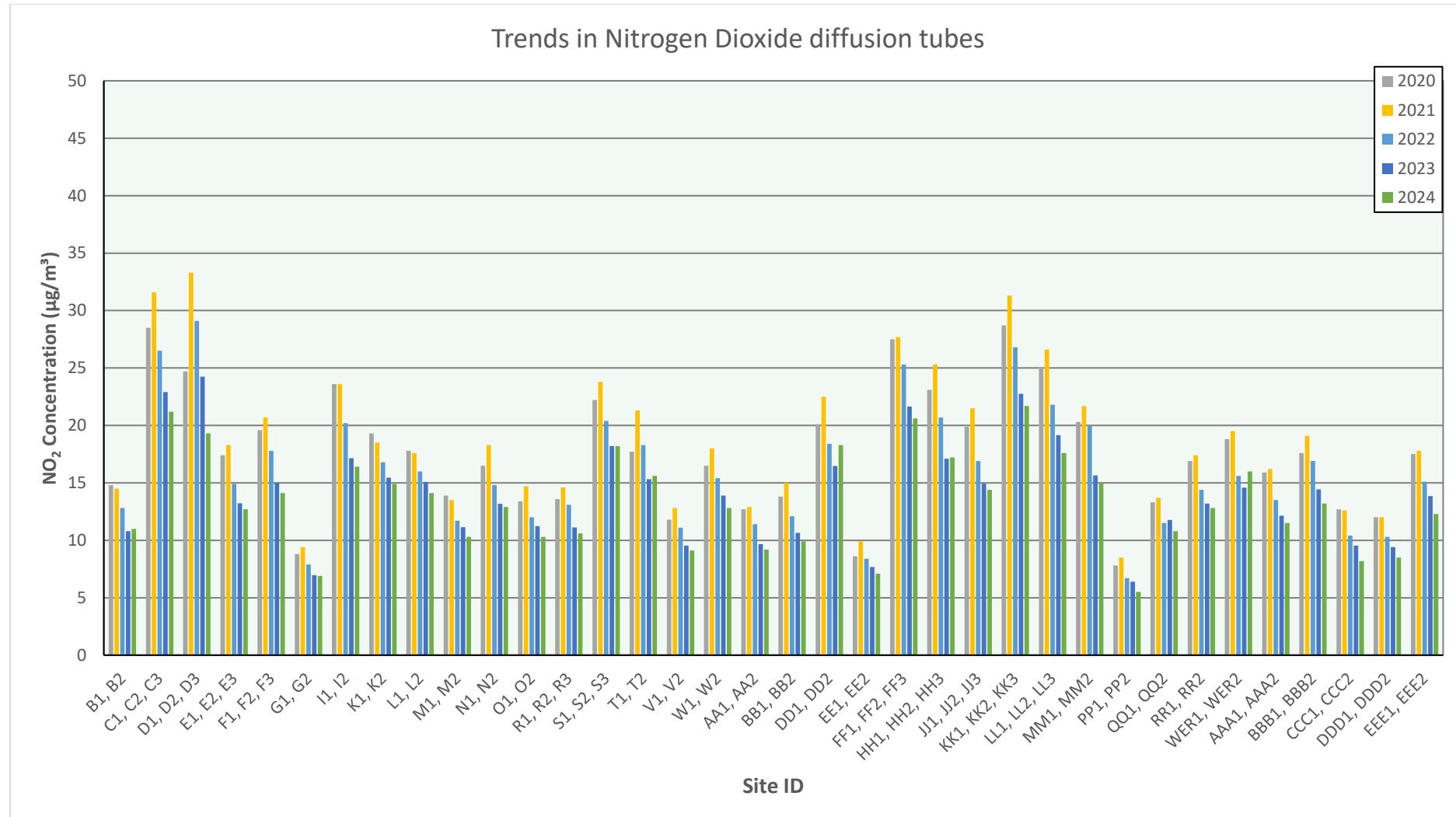
Table A.6 – Annual mean PM$_{10}$ monitoring results (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
Fixed	485070	239131	Urban Centre	100.0	91.0	11.7	11.6	12.4	10.4	9.6

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

Notes:

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

Exceedances of the PM$_{10}$ 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.

(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.3 – Trends in annual mean PM$_{10}$ concentrations

Automatic Monitoring Stations
Annual Mean PM$_{10}$ Results
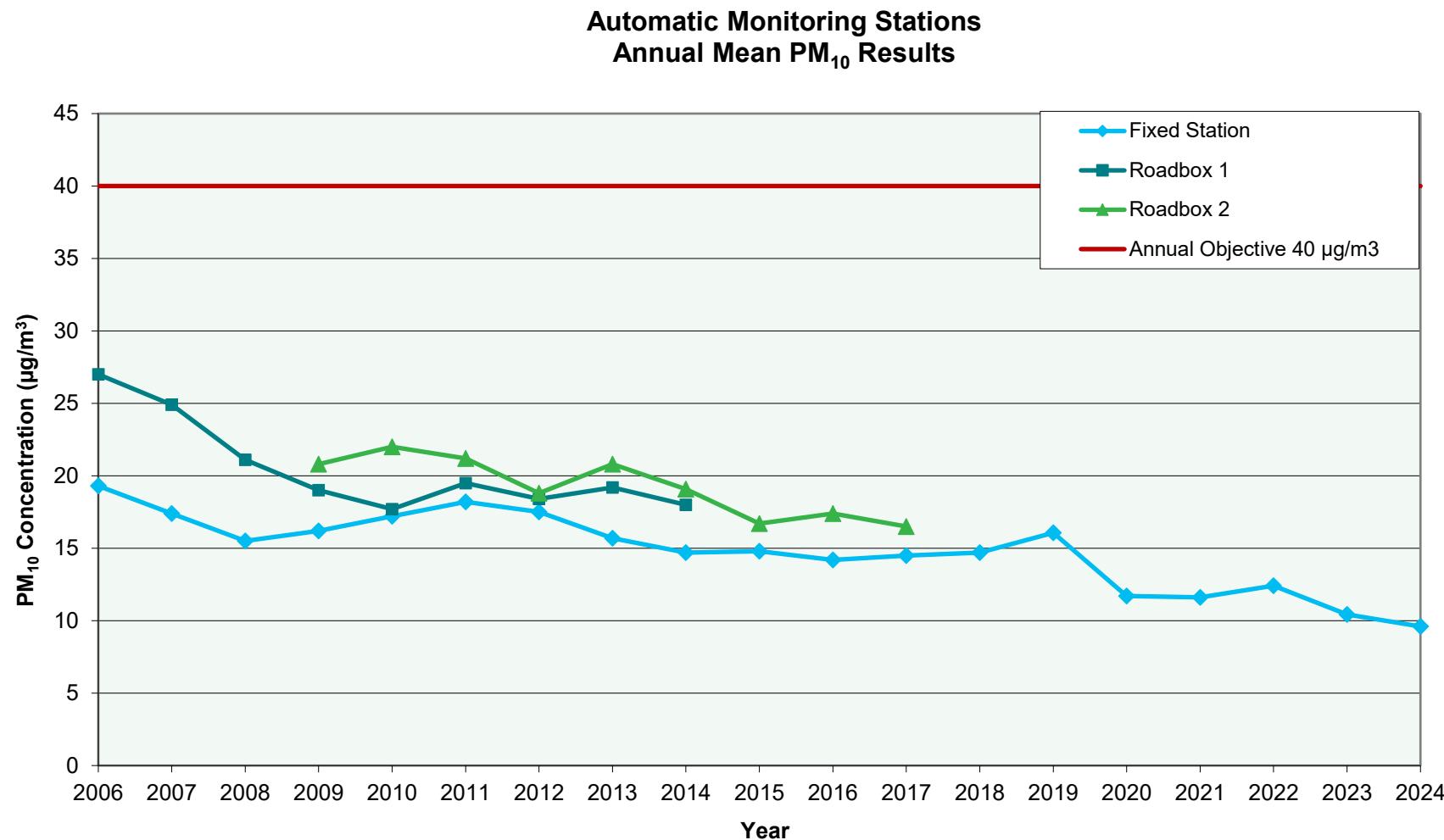
Table A.7 - 24-Hour mean PM$_{10}$ monitoring results, number of PM$_{10}$ 24-hour means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
Fixed	485070	239131	Urban Centre	100.0	91.0	0	1	1	0	0

Notes:

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

Exceedances of the PM$_{10}$ 24-hour mean objective (50µg/m³ not to be exceeded more than 35 times/year) are shown in **bold**.

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

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

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

Figure A.4 – Trends in number of 24 hour mean PM$_{10}$ results > 50µg/m^3
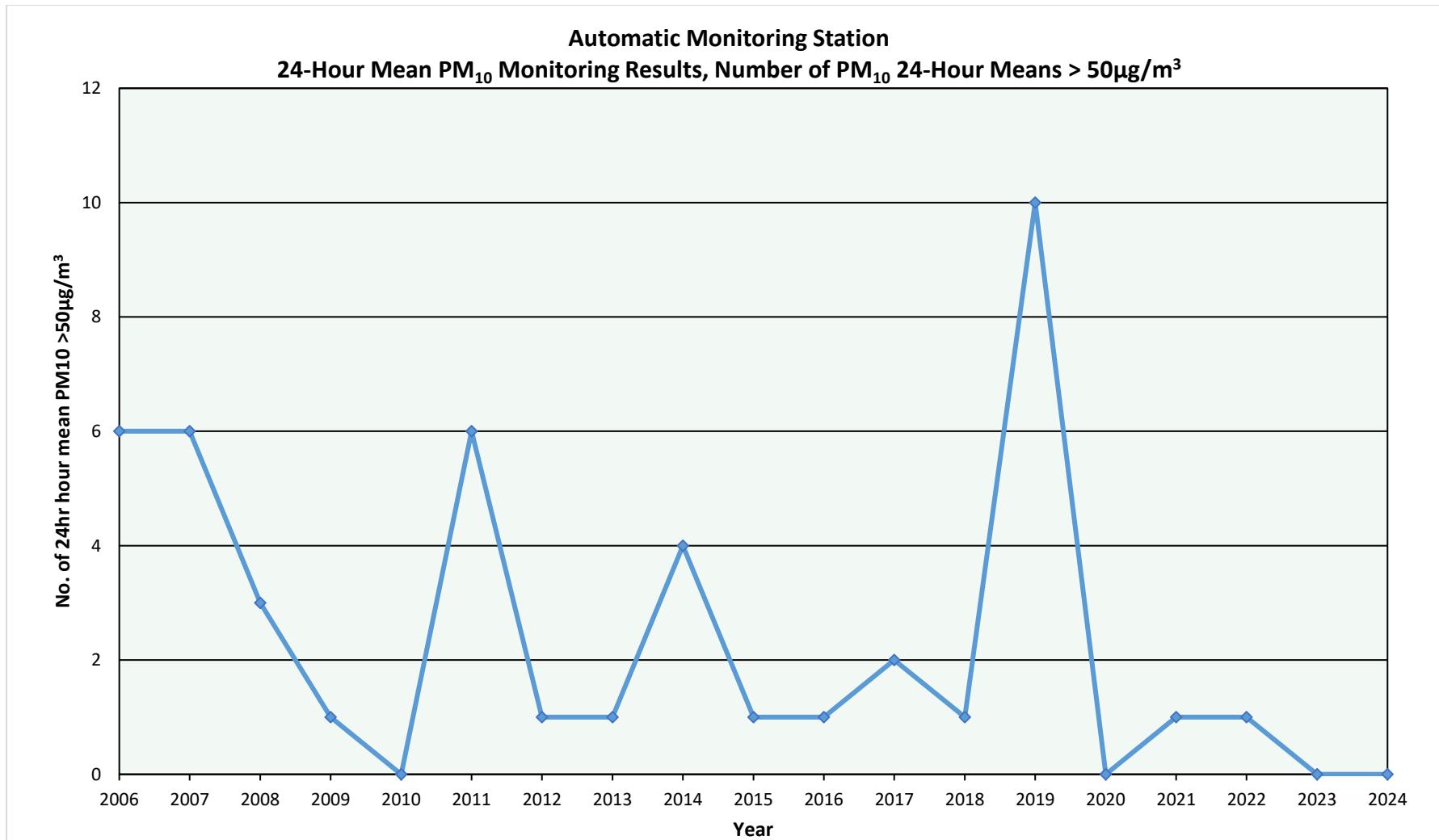
Table A.8 – Annual mean PM$_{2.5}$ monitoring results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
Fixed	485070	239131	Urban Centre	100.0	91.0	7.6	7.9	8.2	6.7	6.0

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

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

Figure A.5 – Trends in annual mean PM₂.₅ concentrations

Figure showing "Automatic Monitoring Station Annual Mean PM$_{2.5}$ Results" with PM$_{2.5}$ Concentration (µg/m³) on the y-axis (0 to 16) and Year on the x-axis (2019 to 2024). The Fixed Station line starts at approximately 11.2 in 2019, drops to about 7.6 in 2020, 7.9 in 2021, 8.2 in 2022, 6.7 in 2023, and 6.0 in 2024. A red horizontal line at 12 indicates the Annual Objective to be met by 2028.
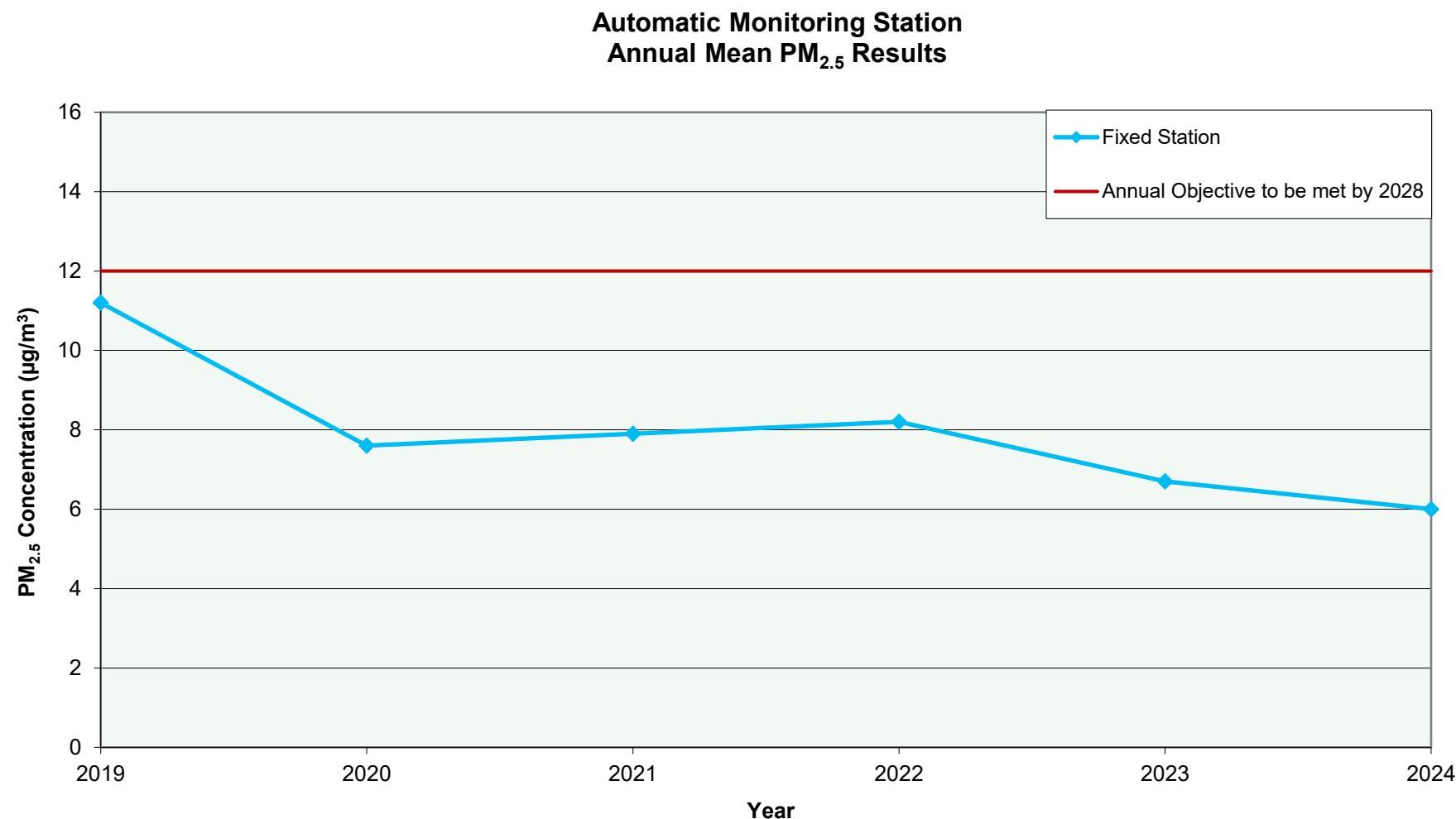
Table A.9 – Annual mean daily max of 8 hour running mean O₃ monitoring results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
Fixed	485070	239131	Urban Centre	95.9	95.9	61.6	60.4	64.8	64.6	66.8

Notes:

The annual mean concentrations are presented as µg/m3.

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%).

Figure A.6 – Trends in daily max running 8hr mean O$_3$ concentrations

Automatic Monitoring Station
Annual Mean Daily Max of Running 8hr Mean O$_3$ Results
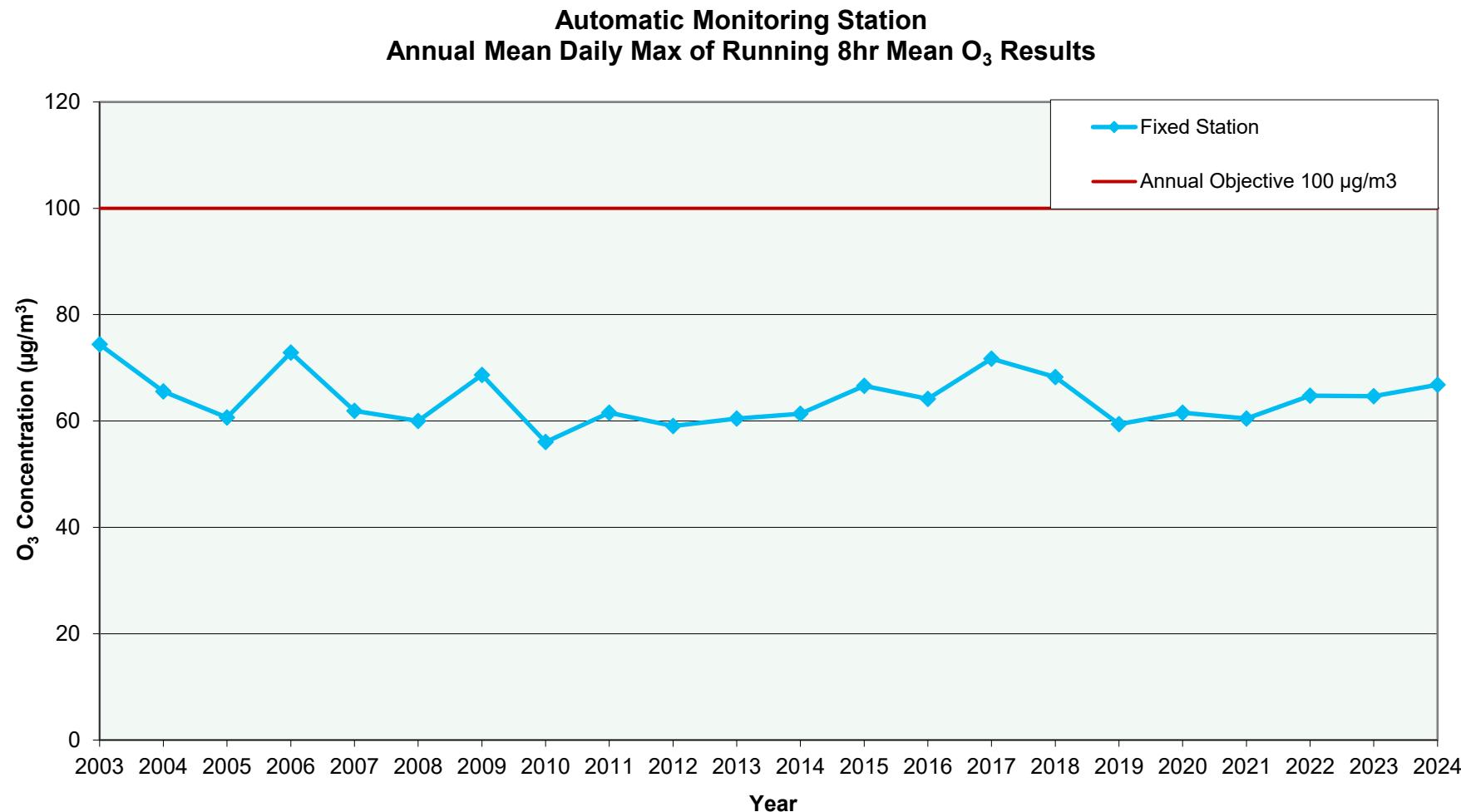
Table A.10 – Daily max 8hr running mean O$_3$ monitoring results, number of means > 100µg/m^3

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
Fixed	485070	239131	Urban Centre	95.9	95.9	18	8	22	19	18

Figure A.7 – Trends in number of daily max 8hr running mean O$_3$ > 100µg/m^3

Daily Max 8hr Running Ozone, Number of Means > 100µg/m^3
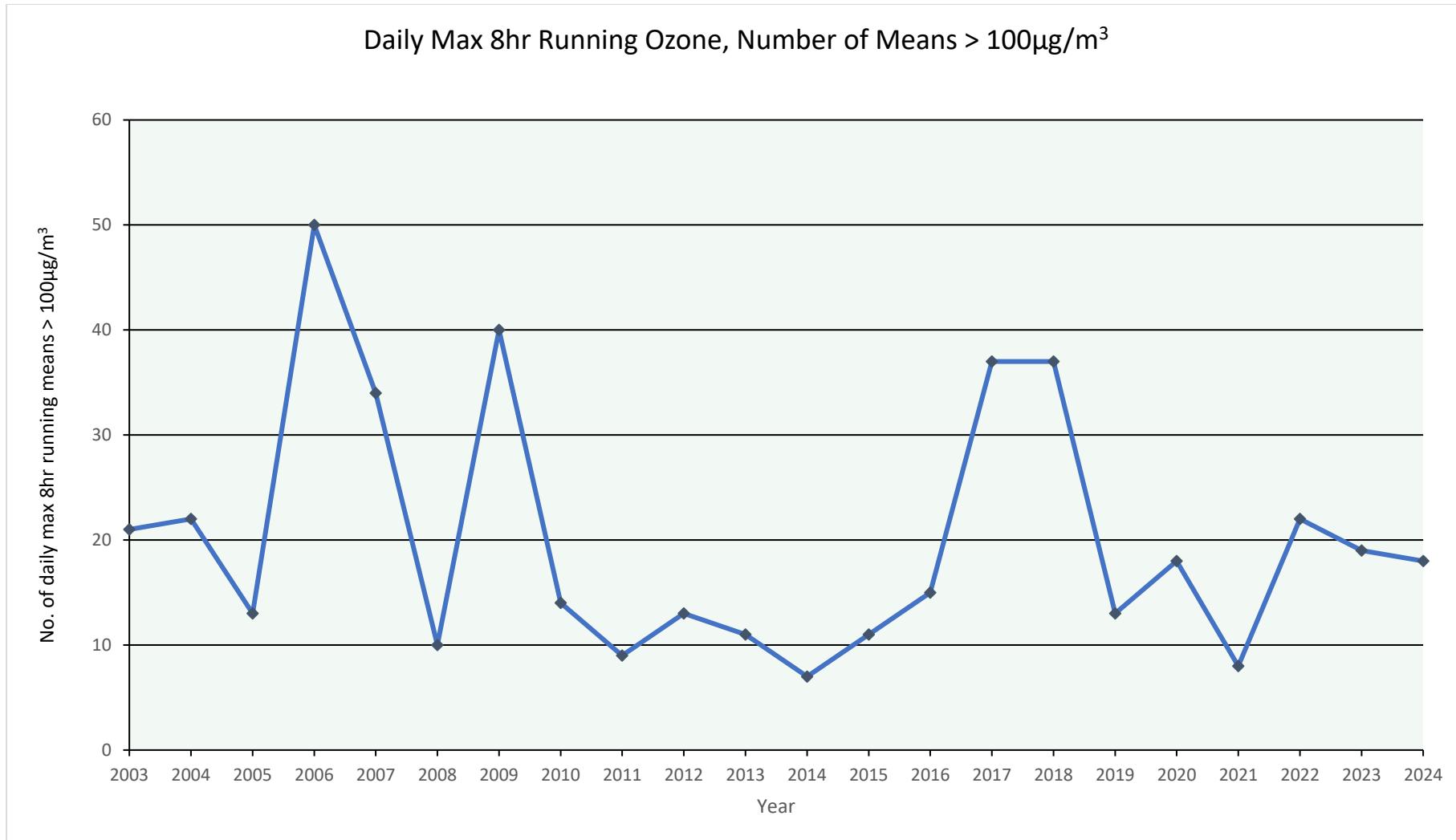
Appendix B: Full monthly diffusion tube results for 2024

Table B.1 - NO₂ 2024 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(0.75)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
B1	491769	253542	14.9	20.0	14.8	9.4	9.4	9.1	10.7	13.2	12.8	20.8	22.4	13.7	-	-	-	Duplicate Site with B1 and B2 - Annual data provided for B2 only
B2	491769	253542	19.9	19.4			11.4	11.5	12.3	10.8	13.7	20.5	20.3	15.3	14.6	11.0	-	Duplicate Site with B1 and B2 - Annual data provided for B2 only
C1	488914	251173	34.1	30.2	27.8	25.9	28.0	25.4	25.0	25.1	29.0	32.3	34.3	24.6	-	-	-	Duplicate Site with C1 and C2 - Annual data provided for C2 only
C2	488914	251173	31.5	32.8	25.9	25.3	31.5	18.6	28.1	24.0	27.5	30.0	36.3	24.8	28.3	21.2	-	Duplicate Site with C1 and C2 - Annual data provided for C2 only
D1	488904	251177	28.6	26.6	25.2	23.7	24.1	21.1	23.4	22.0	31.4	25.8	30.3	26.5	-	-	-	Duplicate Site with D1 and D2 - Annual data provided for D2 only
D2	488904	251177	29.0	28.6	21.9	22.8	24.8	22.3	16.2	24.3	32.9	27.3	32.3	25.3	25.7	19.3	-	Duplicate Site with D1 and D2 - Annual data provided for D2 only
E1	488926	251455	23.0	20.3	17.4	14.4	13.9	11.6	12.5	14.6	18.1	22.9	22.1	16.3	-	-	-	Duplicate Site with E1 and E2 - Annual data provided for E2 only
E2	488926	251455	23.6	18.0	16.2	12.3	15.2	10.4	10.4	13.8	18.2	17.8	24.5	17.6	16.9	12.7	-	Duplicate Site with E1 and E2 - Annual data provided for E2 only
F1	488905	251456	24.0	22.9	16.8	20.2	16.3	16.1	17.7	19.7	18.1	19.6	27.0	18.1	-	-	-	Duplicate Site with F1 and F2 - Annual data provided for F2 only
F2	488905	251456	21.0	21.8	13.7	16.3	16.1	8.6	17.4	19.3	16.7	20.9	22.7	20.6	18.8	14.1	-	Duplicate Site with F1 and F2 - Annual data provided for F2 only
G1	489108	251213	10.6	12.1	7.9	6.6	5.5	4.2	11.0	8.8	7.7	8.9	14.5	11.0	-	-	-	Duplicate Site with G1 and G2 - Annual data provided for G2 only
G2	489108	251213	14.7	11.3	9.0	6.8	5.2	5.5	5.2	7.1	10.4	11.3	15.5	11.3	9.3	6.9	-	Duplicate Site with G1 and G2 - Annual data provided for G2 only
I1	487588	243912	26.9	28.8	22.1	17.1	18.8	15.9	18.9	21.6	19.4	21.9	26.1	21.8	-	-	-	Duplicate Site with I1 and I2 - Annual data provided for I2 only
I2	487588	243912	24.5	30.6	22.1	16.6	18.8	17.0	21.8	22.5	17.8	21.1	29.7	21.8	21.8	16.4	-	Duplicate Site with I1 and I2 - Annual data provided for I2 only
K1	486296	243208	23.5	23.5	17.0	16.1	15.3	15.7	17.4	19.8	15.4	28.1	24.9	21.3	-	-	-	Duplicate Site with K1 and K2 - Annual data provided for K2 only
K2	486296	243208	24.5	25.5	19.4	17.5		13.4	16.1	16.2	17.3	27.2	27.3	20.5	19.9	14.9	-	Duplicate Site with K1 and K2 - Annual data provided for K2 only
L1	486345	243230	17.6	25.3	20.8	15.7	13.3	18.2	16.8	20.4	17.8	23.8	24.8	19.3	-	-	-	Duplicate Site with L1 and L2 - Annual data provided for L2 only

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 <(0.75)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
L2	486345	243230	24.8	24.5	18.3	11.9	12.7	15.7	14.2	18.7	15.9	19.7	22.8	18.8	18.8	14.1	-	Duplicate Site with L1 and L2 - Annual data provided for L2 only
M1	486495	243345	20.5	19.7	11.9	8.1	10.7	8.1	10.9	12.8	17.2	13.0	19.8	16.1	-	-	-	Duplicate Site with M1 and M2 - Annual data provided for M2 only
M2	486495	243345	18.7	15.8	14.2	9.7	8.9	7.2	11.1	12.3	10.5	17.4	18.5	17.6	13.8	10.3	-	Duplicate Site with M1 and M2 - Annual data provided for M2 only
N1	486069	243148	21.4	19.3	13.8	16.4	18.1	11.5	10.1	14.1	17.1	19.8	24.7	15.7	-	-	-	Duplicate Site with N1 and N2 - Annual data provided for N2 only
N2	486069	243148	23.3	18.7	17.4	16.2	16.5	11.5	12.7	13.6	18.0	20.9	22.7	18.1	17.2	12.9	-	Duplicate Site with N1 and N2 - Annual data provided for N2 only
O1	486039	241484	18.5	18.9	16.0	9.2	10.2	9.1	8.9	10.8	12.5	17.5	19.5	13.3	-	-	-	Duplicate Site with O1 and O2 - Annual data provided for O2 only
O2	486039	241484	17.6	21.1	13.3	8.8	12.0	8.3	11.9	12.5	12.5	17.6	18.9	11.8	13.8	10.3	-	Duplicate Site with O1 and O2 - Annual data provided for O2 only
R1	485070	239131	17.9	17.3	16.5	9.9	10.7	6.7	10.9	12.1	12.8	18.5	19.5	14.9	-	-	-	Triplicate Site with R1, R2 and R3 - Annual data provided for R3 only
R2	485070	239131	16.8	19.0	12.8	9.5	9.5	6.3	9.3	12.9	14.4	18.2	21.7	12.5	-	-	-	Triplicate Site with R1, R2 and R3 - Annual data provided for R3 only
R3	485070	239131	20.2	18.7	15.3	10.5	9.7	7.8	11.1	12.8	14.8	18.6	21.3	17.5	14.1	10.6	-	Triplicate Site with R1, R2 and R3 - Annual data provided for R3 only
S1	486290	243344	30.5	27.8	23.2	21.3	20.0	21.0	19.4	21.8	24.4	25.4	29.6	24.1	-	-	-	Triplicate Site with S1, S2 and S3 - Annual data provided for S3 only
S2	486290	243344	31.1	29.7	21.2	20.0	21.5	20.9	23.6	25.4	25.4	25.8	32.2	23.5	-	-	-	Triplicate Site with S1, S2 and S3 - Annual data provided for S3 only
S3	486290	243344	29.0	28.9	23.2	18.8	20.0	14.5	19.8	25.2	21.3	27.3	28.6	26.9	24.2	18.2	-	Triplicate Site with S1, S2 and S3 - Annual data provided for S3 only
T1	485298	239126	24.8	23.9	21.0	14.7	17.7	12.7	11.2	19.1	18.4	24.2	26.0	23.8	-	-	-	Duplicate Site with T1 and T2 - Annual data provided for T2 only
T2	485298	239126	27.9	25.3	20.9	17.0	18.6	14.1	16.9	22.0	21.2	26.1	27.8	25.3	20.9	15.6	-	Duplicate Site with T1 and T2 - Annual data provided for T2 only
V1	481412	240860	18.5	14.4	12.7	10.2	12.3	6.8	6.1	7.1	13.4	15.9	18.3	10.7	-	-	-	Duplicate Site with V1 and V2 - Annual data provided for V2 only
V2	481412	240860	17.1	15.0	10.9	8.2	9.5	6.9	8.5	9.0	11.9	15.7	22.4	10.4	12.2	9.1	-	Duplicate Site with V1 and V2 - Annual data provided for V2 only
W1	482965	241515	18.1	21.5	16.4	10.6	17.3	10.7	13.8	17.3	14.8	23.5	20.0	19.4	-	-	-	Duplicate Site with W1 and W2 - Annual data provided for W2 only
W2	482965	241515	21.1	23.6	14.4	14.9	17.0	13.0	9.8	16.3	18.3	23.2	18.5	16.6	17.1	12.8	-	Duplicate Site with W1 and W2 - Annual data provided for W2 only
AA1	489237	239016	20.3	16.3	12.4	10.1	8.9	7.1	8.2	9.9	11.6	13.0	18.5	11.8	-	-	-	Duplicate Site with AA1 and AA2 - Annual data provided for AA2 only

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 <(0.75)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
AA2	489237	239016	18.7	14.0	12.4	10.0	10.6	7.0	5.9	8.7	12.6	15.2	17.7	12.7	12.2	9.2	-	Duplicate Site with AA1 and AA2 - Annual data provided for AA2 only
BB1	491498	237284	18.5	15.9	11.7	9.9	12.4	10.2	10.1	11.2	14.4	13.9	21.2	11.4	-	-	-	Duplicate Site with BB1 and BB2 - Annual data provided for BB2 only
BB2	491498	237284	16.6	15.4	11.7	9.8	13.5	6.2	10.0	10.2	13.0	17.6	18.6	14.6	13.3	9.9	-	Duplicate Site with BB1 and BB2 - Annual data provided for BB2 only
DD1	488118	233814	29.5	25.4	20.8	21.7	16.9	14.2	13.6	18.8					-	-	-	Duplicate Site with DD1 and DD2 - Annual data provided for DD2 only
DD2	488118	233814	31.9	25.4	22.3	19.8	14.4	15.5	12.9	20.9					20.3	18.3	-	Duplicate Site with DD1 and DD2 - Annual data provided for DD2 only
EE1	481331	238825	15.0	12.5	10.8	7.8	9.5	5.3	4.4	5.7	9.7	11.8	16.5	8.1	-	-	-	Duplicate Site with EE1 and EE2 - Annual data provided for EE2 only
EE2	481331	238825	13.5	12.8	8.4	2.9	7.6	4.5	6.0	7.7	10.3	13.5	14.6	9.4	9.5	7.1	-	Duplicate Site with EE1 and EE2 - Annual data provided for EE2 only
FF1	488898	251186	29.0	35.1	27.9	29.9	24.8	23.2	27.0	25.2	25.9	29.1	31.2	25.6	-	-	-	Duplicate Site with FF1 and FF2 - Annual data provided for FF2 only
FF2	488898	251186	28.1	33.2		35.3	24.8	22.6	24.1	27.4	16.2	28.5	33.3	24.7	27.5	20.6	-	Duplicate Site with FF1 and FF2 - Annual data provided for FF2 only
HH1	488891	251248	29.3	26.5	18.3	19.1	20.7	20.4	21.2	19.9	24.0	26.3	30.2	23.5	-	-	-	Duplicate Site with HH1 and HH2 - Annual data provided for HH2 only
HH2	488891	251248	26.0	25.6	19.1	16.2	22.1	20.9	19.5	16.2	24.9	25.1	34.4	22.3	23.0	17.2	-	Duplicate Site with HH1 and HH2 - Annual data provided for HH2 only
JJ1	488922	251157	25.2	23.9	17.3	15.7	17.4	14.0	17.1	19.0	21.4	23.9	26.5	19.0	-	-	-	Triplicate Site with JJ1, JJ2 and JJ3 - Annual data provided for JJ3 only
JJ2	488922	251157	22.3	22.2	19.9	15.4	17.5	12.7		17.0	20.0	18.8	24.8	17.8	-	-	-	Triplicate Site with JJ1, JJ2 and JJ3 - Annual data provided for JJ3 only
JJ3	488922	251157		24.4	17.1	19.2	15.1	13.0	14.2	14.7	20.7	20.3	27.2	15.4	19.2	14.4	-	Triplicate Site with JJ1, JJ2 and JJ3 - Annual data provided for JJ3 only
KK1	488917	251068	33.8	36.2	31.4	26.6	24.9	24.2	29.1	28.8	27.0	32.4	35.1	26.8	-	-	-	Duplicate Site with KK1 and KK2 - Annual data provided for KK2 only
KK2	488917	251068	31.6	32.4	29.8	26.2	28.9	23.3	24.6	24.3	26.8	31.7	34.1	25.8	29.0	21.7	-	Duplicate Site with KK1 and KK2 - Annual data provided for KK2 only
LL1	488909	251077	28.6	30.9	23.0	22.1	21.6	18.1	21.7	23.6	22.5	25.1	27.9	22.9	-	-	-	Duplicate Site with LL1 and LL2 - Annual data provided for LL2 only
LL2	488909	251077	27.1	28.4	22.0	20.5	15.9	19.3	22.5	22.0	23.1	21.0	27.2	24.6	23.4	17.6	-	Duplicate Site with LL1 and LL2 - Annual data provided for LL2 only

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 <(0.75)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
MM1	486332	236228	28.7	24.0	17.0	16.9	18.5	14.9	15.6	19.1	19.2	18.6	27.2	20.2	-	-	-	Duplicate Site with MM1 and MM2 - Annual data provided for MM2 only
MM2	486332	236228	29.7	22.5	18.7	18.9	18.0	15.5	16.2	10.6	20.8	20.2	26.8	21.3	20.0	15.0	-	Duplicate Site with MM1 and MM2 - Annual data provided for MM2 only
PP1	479459	239536	11.4	8.5	8.3	4.4	7.6	1.2	2.9	4.8	7.6	9.2	15.3	6.0	-	-	-	Duplicate Site with PP1 and PP2 - Annual data provided for PP2 only
PP2	479459	239536	11.9	10.0	6.3	3.3	5.8	3.3	2.6	6.0	5.4	10.8	14.7	7.1	7.3	5.5	-	Duplicate Site with PP1 and PP2 - Annual data provided for PP2 only
QQ1	478740	240217					14.2	10.9	13.1	12.1	13.2	16.2	21.3	12.7	-	-	-	Duplicate Site with QQ1 and QQ2 - Annual data provided for QQ2 only
QQ2	478740	240217					14.5	8.8	13.0	13.1	12.8	15.1	22.6	12.8	14.2	10.8	-	Duplicate Site with QQ1 and QQ2 - Annual data provided for QQ2 only
RR1	478882	240265	19.6	19.7	19.2	12.9	15.0	9.5	14.8	16.0	18.1	20.9	23.5	14.4	-	-	-	Duplicate Site with RR1 and RR2 - Annual data provided for RR2 only
RR2	478882	240265	19.6	21.2	17.9	13.4	18.0	8.7	17.1	14.4	16.4	19.6	26.8	13.9	17.1	12.8	-	Duplicate Site with RR1 and RR2 - Annual data provided for RR2 only
WER1	487395	233174	35.9	21.3	17.8	16.9	16.0	13.7	14.4		33.7	23.5	26.3	18.2	-	-	-	Duplicate Site with WER1 and WER2 - Annual data provided for WER2 only
WER2	487395	233174	28.7	20.8	17.9	13.1	16.8	16.5	17.4		35.0	18.9	25.9	20.0	21.3	16.0	-	Duplicate Site with WER1 and WER2 - Annual data provided for WER2 only
AAA1	489835	240351	22.8	18.6	13.9	11.0	14.7	7.2	11.8	13.8	13.9	16.8	24.5	14.5	-	-	-	Duplicate Site with AAA1 and AAA2 - Annual data provided for AAA2 only
AAA2	489835	240351	21.6	16.6	14.9	11.6	13.1	8.4	11.1	13.1	14.9	19.1	24.3	16.4	15.4	11.5	-	Duplicate Site with AAA1 and AAA2 - Annual data provided for AAA2 only
BBB1	490299	239695	25.3	23.2	15.8	12.2	17.0	9.5	5.3	15.2	14.7	20.8	30.3	17.7	-	-	-	Duplicate Site with BBB1 and BBB2 - Annual data provided for BBB2 only
BBB2	490299	239695	26.4	23.9	17.7	13.6	15.0	10.6	11.6	15.0	10.6	23.4	27.9	20.0	17.6	13.2	-	Duplicate Site with BBB1 and BBB2 - Annual data provided for BBB2 only
CCC1	490529	234611	17.7	12.7	9.6	5.5	10.3	9.1	8.3	8.9	5.6	12.6	18.8	12.5	-	-	-	Duplicate Site with CCC1 and CCC2 - Annual data provided for CCC2 only
CCC2	490529	234611	17.4	13.8	10.1	7.5	8.1	7.5	9.1	6.2	7.1	12.2	20.0	12.6	11.0	8.2	-	Duplicate Site with CCC1 and CCC2 - Annual data provided for CCC2 only
DDD1	492923	235716	14.3	13.4	12.4	6.8	9.8	6.3	7.6	6.8	8.9	14.8	19.7	14.4	-	-	-	Duplicate Site with DDD1 and DDD2 - Annual data provided for DDD2 only

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 <(0.75)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DDD2	492923	235716	14.4	14.8	10.8	9.2	11.1	6.3	8.8	8.7	3.0	13.1	23.1	14.4	11.4	8.5	-	Duplicate Site with DDD1 and DDD2 - Annual data provided for DDD2 only
EEE1	486164	243168	21.8	18.4	16.3	16.8	11.1	14.3	12.2	14.3	8.7	21.6	25.5	16.1	-	-	-	Duplicate Site with EEE1 and EEE2 - Annual data provided for EEE2 only
EEE2	486164	243168	21.1	17.5	15.7	15.1	21.1	12.1	14.1		9.9	20.5	23.2	13.1	16.5	12.3	-	Duplicate Site with EEE1 and EEE2 - Annual data provided for EEE2 only
FFF1	480210	247012	17.6	14.5	12.2	9.7	12.0	8.3	10.6	9.2	4.6	15.5		10.5	-	-	-	Duplicate Site with FFF1 and FFF2 - Annual data provided for FFF2 only
FFF2	480210	247012	15.8	16.2	12.9	10.2	11.2	6.7	10.1	8.7	4.9	17.2		11.8	11.4	8.5	-	Duplicate Site with FFF1 and FFF2 - Annual data provided for FFF2 only
GGG1	479905	239794	13.4	12.8	10.2	7.6	10.0	4.9	1.1	6.2		14.1	18.8	9.3	-	-	-	Duplicate Site with GGG1 and GGG2 - Annual data provided for GGG2 only
GGG2	479905	239794	15.7	13.2	11.9	8.2						16.6	20.3	11.1	10.3	7.8	-	Duplicate Site with GGG1 and GGG2 - Annual data provided for GGG2 only
HHH1	480426	239564	28.0	22.9	22.8	13.9	19.3	16.3	17.4	20.1	8.3	25.0	31.0	15.6	-	-	-	Duplicate Site with HHH1 and HHH2 - Annual data provided for HHH2 only
HHH2	480426	239564	23.8	24.1	16.1	17.6	18.8	18.3	19.8	14.1	9.9	26.2	28.0	21.4	19.9	15.0	-	Duplicate Site with HHH1 and HHH2 - Annual data provided for HHH2 only
III1	485019	238338		27.4	27.5	20.5	26.1	18.5	24.0	18.2	11.0	31.0	33.4	27.6	-	-	-	Duplicate Site with III1 and III2 - Annual data provided for III2 only
III2	485019	238338		31.8	25.1	21.2	21.7	16.4	22.9	20.3	7.0	30.4	30.7	23.4	23.5	17.6	-	Duplicate Site with III1 and III2 - Annual data provided for III2 only
JJJ1	488802	239736		36.6	28.0	28.6	26.5	19.8	25.5	24.0	12.8	33.2	42.6	32.0	-	-	-	Duplicate Site with JJJ1 and JJJ2 - Annual data provided for JJJ2 only
JJJ2	488802	239736		32.0	27.1	25.9	29.5	23.3	26.6	27.0	11.9	32.1	39.1	26.6	27.8	20.8	-	Duplicate Site with JJJ1 and JJJ2 - Annual data provided for JJJ2 only
LLL1	486330	236324	45.1	33.8	27.6	28.9	33.5	25.1	26.1	28.4	29.2	28.7	39.5	31.7	-	-	-	Duplicate Site with LLL1 and LLL2 - Annual data provided for LLL2 only
LLL2	486330	236324	44.5	34.3	30.3	27.6	30.8	23.9	24.9	29.4	33.3	32.9	40.9	31.7	31.8	23.8	-	Duplicate Site with LLL1 and LLL2 - Annual data provided for LLL2 only
MMM1	487635	232295	20.1	17.0				11.2		7.3		14.9	19.9	12.3	-	-	-	Duplicate Site with MMM1 and MMM2 - Annual data provided for MMM2 only
MMM2	487635	232295	16.6	13.9				9.7		7.0		19.1	23.5	13.3	14.7	9.3	-	Duplicate Site with MMM1 and MMM2 - Annual data provided for MMM2 only

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 <(0.75)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NNN1	489646	235024	31.3	26.8	23.8	17.8	20.7	15.0	18.3	15.1	7.1	26.6	30.3	16.5	-	-	-	Duplicate Site with NNN1 and NNN2 - Annual data provided for NNN2 only
NNN2	489646	235024	28.2	29.8	24.2	20.5	23.7	14.2	19.8		4.4	26.0	28.7	20.1	21.0	15.8	-	Duplicate Site with NNN1 and NNN2 - Annual data provided for NNN2 only
OOO1	489248	233080	25.8	21.1	17.8	18.8	22.0	15.2	15.4	11.6	8.2	23.7	24.0	19.5	-	-	-	Duplicate Site with OOO1 and OOO2 - Annual data provided for OOO2 only
OOO2	489248	233080	26.1	24.1	18.4	18.3	23.9	15.8	15.6	14.4	9.7	22.4	22.6	14.9	18.7	14.0	-	Duplicate Site with OOO1 and OOO2 - Annual data provided for OOO2 only
PPP1	485837	234145	24.3	18.5	15.9	14.7	15.4	12.4	14.6		21.1	19.8	31.8	15.5	-	-	-	Duplicate Site with PPP1 and PPP2 - Annual data provided for PPP2 only
PPP2	485837	234145	24.8	18.4	15.3	16.1	14.0	12.0	13.4		20.5		28.6	14.3	18.2	13.7	-	Duplicate Site with PPP1 and PPP2 - Annual data provided for PPP2 only

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

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

☒ **National bias adjustment factor used**

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

☒ **Milton Keynes City Council confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.
NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.
See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting technical information/air quality monitoring data QA/QC

New or changed Sources Identified Within Milton Keynes City Council During 2024

Table C.1 and Table C.2 contain details of new developments with planning permission and new developments that have applied for planning permission but have not yet been approved, that have a potential to impact air quality in Milton Keynes.

Table C.1 – New developments with planning permission

Application Type	Application No:	Location	Proposal	Date of Decision	Progress
Strategic Urban Extension. Residential & Mixed Development	21/00999/OUTEIS	Eastern Expansion Area. East of M1 and London Road, Moulsoe	Approx 5000 dwellings, employment, secondary school and primary school, health hub and linear park	10 February 2022	Under Construction.
Extension of operational life of Landfill	22/02874/NMA	FCC - Bletchley Landfill, Guernsey Road, Newton Leys, MK3 5FR	Extended operational life for a further 15 years	24 February 2023	Operational
Residential development	20/01176/OUT	Land off Timbold Drive, Kents Hill	Up to 171 Dwellings and retail	11 December 2020	Under Construction
Strategic Urban Extension. Residential & Mixed Development	20/00133/OUTEIS	Tickford Fields Farm, North Crawley Road	Up to 930 residential dwellings, Primary School, Local centre with retail and community centre.	28 May 2021	Application Permitted
Sand and Gravel Extraction	18/00009/MIN	Land to North and East of Lathbury, Northampton Road, Lathbury,	Sand and Gravel Extraction and restoration by the importation of inert waste.	20 August 2020	Operational
Screening request for EIA	23/00080/EIASCR	Land to North and East of Lathbury, Northampton Road, Lathbury	Screening request under EIA relating to two extensions to Sand and gravel extraction area	12 Feb 2023	EIA Required
General Industrial/warehouse	23/02776/OUT	Land off Warrington Road, Olney	Erection of two industrial units	20 January 2025	Approved with conditions

Application Type	Application No:	Location	Proposal	Date of Decision	Progress
Strategic Urban Expansion Residential and Mixed Development	06/00123/MKPCO	Western Expansion Area, Watling Street, Fairfields	Approximately 2200 dwellings, Range of Employment, Primary School and Local Centre	15 October 2007	Under construction – nearing completion
Strategic Urban Expansion Residential and Mixed Development	05/00291/MKPCO	Western Expansion Area, Watling Street, Whitehouse	Approximately 4320 residential units, a range employment classes, a secondary school, 3 primary schools and mixed use centre.	5 October 2007	Under construction – nearing completion
Residential and mixed use	21/002246/FULEIS	Saxon Court 502 Avebury Boulevard, Central Milton Keynes	Two blocks up to 34 storeys to provide up to 288 residential units, office employment, restaurant, café and retail space	8 September 2022	Application Permitted
Residential and mixed use	19/02804/OUT	Food Centre, Land bounded by Midsummer Boulevard, Secklow Gate. Lower 12th Steet and Avebury Boulevard, MK9 3BQ	4 blocks providing 422 residential units, hybrid building and flexible ground floor uses	25 June 2020	Application Permitted: Demolition and Infrastructure under construction
Redevelopment of site for residential, commercial and community units	20/03293/FUL	Land at the Agora Centre, Church Street, Wolverton	115 new homes, Co-housing Common House, nine ground floor commercial and community units of approximately 1000m^2	22 December 2021	Under construction

Application Type	Application No:	Location	Proposal	Date of Decision	Progress
Residential	22/03201/OUT	Land to West of Walton Manor, Brickhill Street	174 residential dwellings and community space	30 August 2023	Application permitted
Screening request for EIA	23/01634/FUL	599 Grafton Gate East, Central Milton Keynes	33 storey mixed used building with 302 residential units	11 May 2023	Application Permitted on appeal
Strategic Urban Extension. Residential & Mixed Development	21/03420/OUTEIS	Land to East of Willen Road, Newport Pagnell	800 Houses, primary school and local centre	31 May 2023	Engineering works commenced
Residential	21/03650/FUL	Former Santander Site, Chalkdell Drive, Shenley Wood.	222 dwellings	17 October 2023	Under construction
Residential Refurbishment	24/00504/FUL	Netherfield Estate.	External retrofit of 380 MKCC properties to upgrade thermal performance	31 May 2024	Works commenced
Residential Refurbishment	24/00503/FUL	Netherfield Estate.	External retrofit of 302 MKCC properties to upgrade thermal performance	31 May 2024	Works commenced

Table C.2 – New developments not yet approved

Application Type	Application No:	Location	Proposal	Date of Decision	Progress
Strategic Urban Extension. Residential & Mixed Development	22/00524/OUTEIS	North of Bow Brickhill and Woburn Sands Road	Approx 1920 residential Dwellings secondary and primary schools, local centre including retail and commercial		Consultation stage
Residential and mixed use space	23/00550/FUL	Bank House, Midsummer Boulevard, Central Milton Keynes	20 Storey Block to provide 355 residential units and mixed use space	15 November 2023	Appeal in progress
Extension of Sand and Gravel Extraction	PLN/2024/2266	Land to North and East of Lathbury, Northampton Road, Lathbury	Two Extensions to Lathbury Quarry		Not yet determined
Solar Farm	24/01879/CONINF	Green Hill Solar Farm - Lavendon	Nationally Strategic Infrastructure Project Solar Farm		Consultation stage
Residential Block	24/01299/FUL	Westminster House, 500 Avebury Boulevard, Central Milton Keynes	7/8/9 storey building comprising 376 residential units		Consultation stage

Additional air quality works undertaken by Milton Keynes City Council during 2024

Milton Keynes City Council has not completed any additional works within the reporting year of 2024.

QA/QC of diffusion tube monitoring

Nitrogen dioxide diffusion tubes are prepared 'in-house' by Milton Keynes Council using 20% triethanolamine (TEA) in water and are analysed following the procedures set out in the AEA Practical Guidance document produced by the Defra Working Group on Harmonisation of NO_2 Diffusion Tubes that was released early in 2008. The Council participates in the proficiency testing scheme, AIR PT, provided by LGC Standards for quality assurance of diffusion tube analysis and the monthly NO_2 Network Field Intercomparison Exercise managed by the National Physical Laboratory (NPL). The monitoring has been completed in adherence with the 2024 Diffusion Tube Monitoring Calendar.

Diffusion tube annualisation

Annualisation is required for any site with data capture less than 75% but greater than 25%. Annualisation was required for diffusion tube locations DD1 and DD2 (Aylesbury Street Fenny Stratford), QQ1 and QQ2 (Silver Street, Stony Stratford) and MMM1 and MMM2 (Winder mere Drive, Fenny Stratford). Annualisation was carried out using the Diffusion Tube Data Processing Tool prepared by Bureau Veritas, using data from the Fixed Station, Civic, which is an urban background site, and Roadbox 1, Newport Pagnell, which is a roadside site. The continuous monitoring sites used for comparison, where available, should be background (Urban Background, Suburban or Rural) sites to avoid any very local effects that may occur at Urban Centre, Industrial, Roadside or Kerbside sites. Milton Keynes has not included Roadbox 2, Olney which is a kerbside site for this reason.

Table C.3 – Annualisation summary (concentrations presented in µg/m³)

Site ID	Annualisation Factor Civic	Annualisation Factor Roadbox 1	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
DD1	1.2629	1.1504	1.2067	-	-
DD2	1.2629	1.1504	1.2067	20.3	24.4
QQ1	1.0357	1.0038	1.0197	-	-
QQ2	1.0357	1.0038	1.0197	14.2	14.4
MMM1	0.8193	0.8763	0.8478	-	-
MMM2	0.8193	0.8763	0.8478	14.7	12.5

Diffusion tube bias adjustment factors

The diffusion tube data presented within the 2024 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.

Milton Keynes City Council have applied a national bias adjustment factor of 0.75 to the 2024 monitoring data. A summary of bias adjustment factors used by Milton Keynes City Council over the past five years is presented in Table C.4

Table C.4 – Bias adjustment factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	06/25	0.75
2023	National	06/24	0.72
2022	National	03/23	0.78
2021	Local	-	0.94
2020	National	06/21	0.83

NO2 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.

No diffusion tube NO_2 monitoring locations within Milton Keynes required distance correction during 2024.

Figure C.1 – Co-location study at Marylebone Road

Checking Precision and Accuracy of Triplicate Tubes

AEA Energy & Environment
From the AEA group

Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 μgm^{-3}	Tube 2 μgm^{-3}	Tube 3 μgm^{-3}	Triplicate Mean	Standard Deviation	Coefficient of Variation	95% CI of mean	Period Mean	Data Capture (% DC)	Tubes Precision Check	Automatic Monitor
1	03/01/2024	31/01/2024	47.8	44.04	50.51	47	3.2	7	8.1	34.1	92.9	Good	Good
2	31/01/2024	06/03/2024	55.13	50.03	50.31	52	2.9	6	7.1	39.6	91.3	Good	Good
3	06/03/2024	03/04/2024	48.83	50.37	47.4	49	1.5	3	3.7	31.3	89.3	Good	Good
4	03/04/2024	01/05/2024	40.05	38.52	44.03	41	2.8	7	7.1	29.3	84.2	Good	Good
5	01/05/2024	05/06/2024	47.95	44.74	42.83	45	2.6	6	6.4	31.0	87.6	Good	Good
6	05/06/2024	03/07/2024	51.4	50.66	45.82	49	3.0	6	7.5	32.5	52.9	Good	or Data Capture
7	03/07/2024	31/07/2024	46.98	46.62	47.59	47	0.5	1	1.2	31.4	86.7	Good	Good
8	31/07/2024	04/09/2024	56.52	46.93	52.11	52	4.8	9	11.9	30.2	86.6	Good	Good
9	04/09/2024	02/10/2024	46.17	53.1	44.78	48	4.5	9	11.1	28.2	84.2	Good	Good
10	02/10/2024	06/11/2024	52.46	52.94	51.02	52	1.0	2	2.5	34.5	91.4	Good	Good
11	06/11/2024	04/12/2024	51.37	43.78	49.3	48	3.9	8	9.7	32.3	87.5	Good	Good
12	04/12/2024	08/01/2025	44.3	39	44.57	43	3.1	7	7.8	29.5	91.4	Good	Good
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Diffusion Tubes Measurements | **Automatic Method** | **Data Quality Check**

It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Overall survey --> | Good precision | Poor Overall DC

Site Name/ ID: **Marylebone Road**

Precision | 12 out of 12 periods have a CV smaller than 20%

(Check average CV & DC from Accuracy calculations)

Accuracy (with 95% confidence interval)
without periods with CV larger than 20%
Bias calculated using 11 periods of data
Bias factor A | 0.67 (0.63 - 0.71)
Bias B | 49% (41% - 58%)
Diffusion Tubes Mean: | 48 μgm^{-3}
Mean CV (**Precision**): | 6
Automatic Mean: | 32 μgm^{-3}
Data Capture for periods used: 88%
Adjusted Tubes Mean: | 32 (30 - 34) μgm^{-3}

Accuracy (with 95% confidence interval)
WITH ALL DATA
Bias calculated using 11 periods of data
Bias factor A | 0.67 (0.63 - 0.71)
Bias B | 49% (41% - 58%)
Diffusion Tubes Mean: | 48 μgm^{-3}
Mean CV (**Precision**): | 6
Automatic Mean: | 32 μgm^{-3}
Data Capture for periods used: 88%
Adjusted Tubes Mean: | 32 (30 - 34) μgm^{-3}

Jaume Targa, for AEA
Version 04 - February 2011

If you have any enquiries about this spreadsheet please contact the LAQM Helpdesk at: LAQMHelpdesk@uk.bureauveritas.com

QA/QC of automatic monitoring

The three automatic monitoring stations are under a service contract with ACOEM who provide twice yearly services of the stations. Now that the Fixed Station particulate monitor and ozone monitor have joined Defra's Automatic Urban and Rural Network (AURN) the central management and co-coordination is contracted to [Bureau Veritas](#) and the quality assurance and quality control (QA/QC) activities are contracted to [Ricardo Energy and Environment](#), while the operating of the monitoring station continues to be carried out by Milton Keynes City Council.

PM₁₀ and PM₂.₅ Monitoring Adjustment

The type of PM_{10}/$PM_{2.5}$ monitor utilised within Milton Keynes City Council does not require the application of a correction factor.

Automatic monitoring annualisation

All automatic monitoring locations within Milton Keynes City Council recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

NO₂ 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. Where appropriate, automatic annual mean NO_2 concentrations corrected for distance are presented in Table A.3.

No passive or automatic NO_2 monitoring locations within Milton Keynes Council required distance correction during 2024.

Appendix D: Maps of monitoring locations and AQMAs

Automatic monitoring stations

**Figure D.1 – Map of Milton Keynes showing the three automatic monitoring stations**
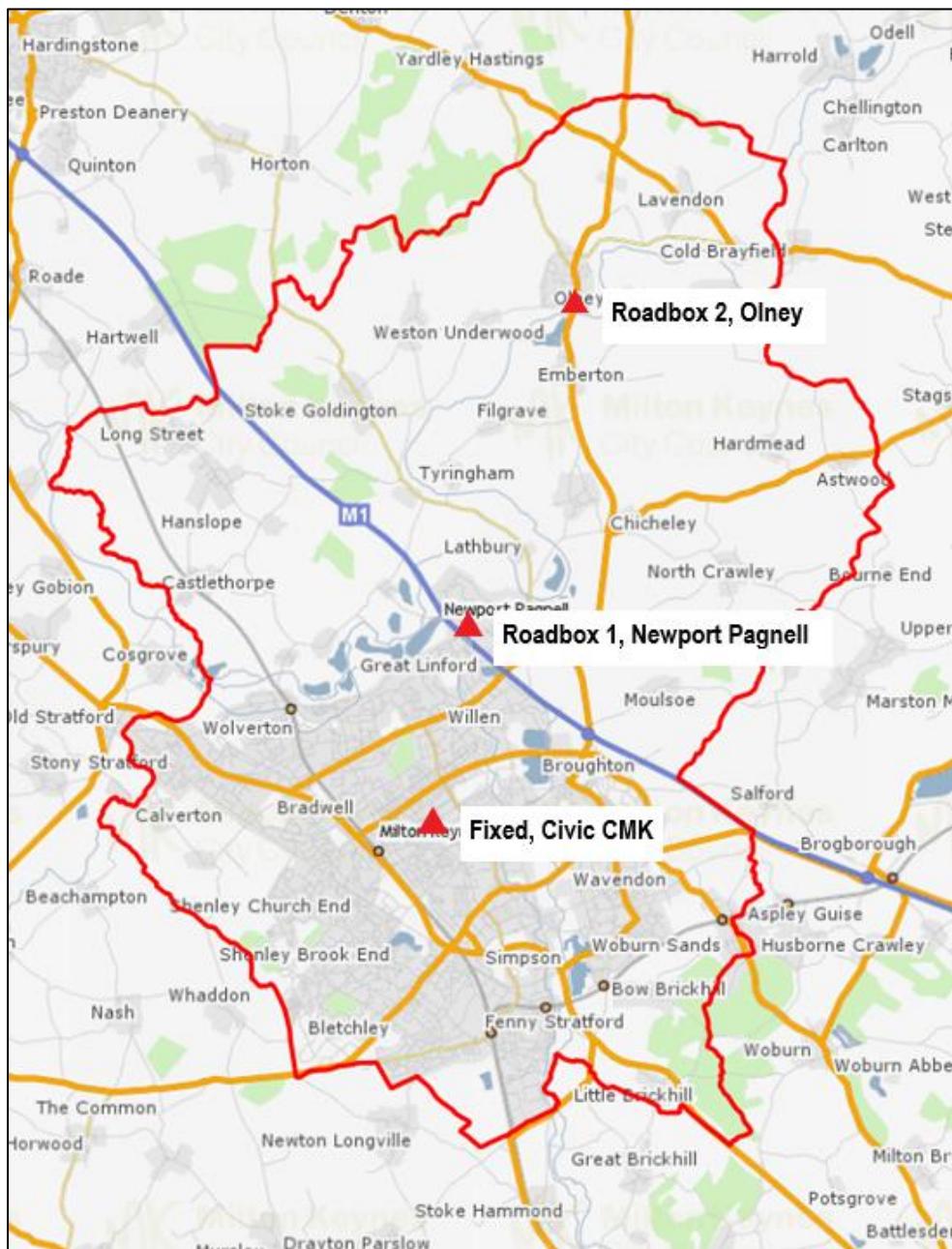
**Figure D 2 – Map of Fixed Air Quality Station, Civic Offices, Central Milton Keynes**
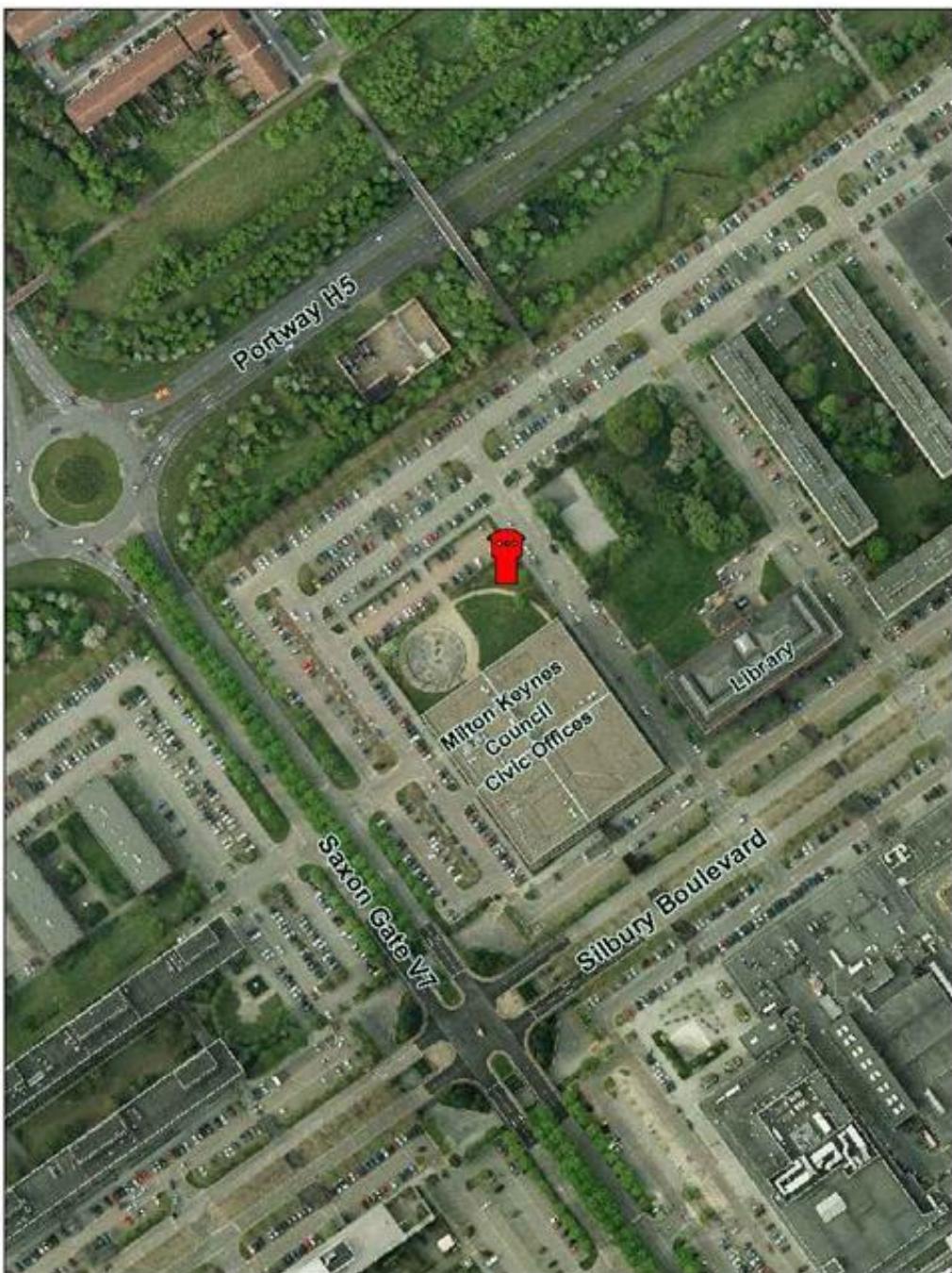
Air Quality Monitoring Station - Civic Offices, Central Milton Keynes

**Figure D.3 – Map of Roadbox 1 Air Quality Station, Wolverton Road, Newport Pagnell**

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Air Quality Monitoring Station - Roadbox 1, Wolverton Road, Newport Pagnell
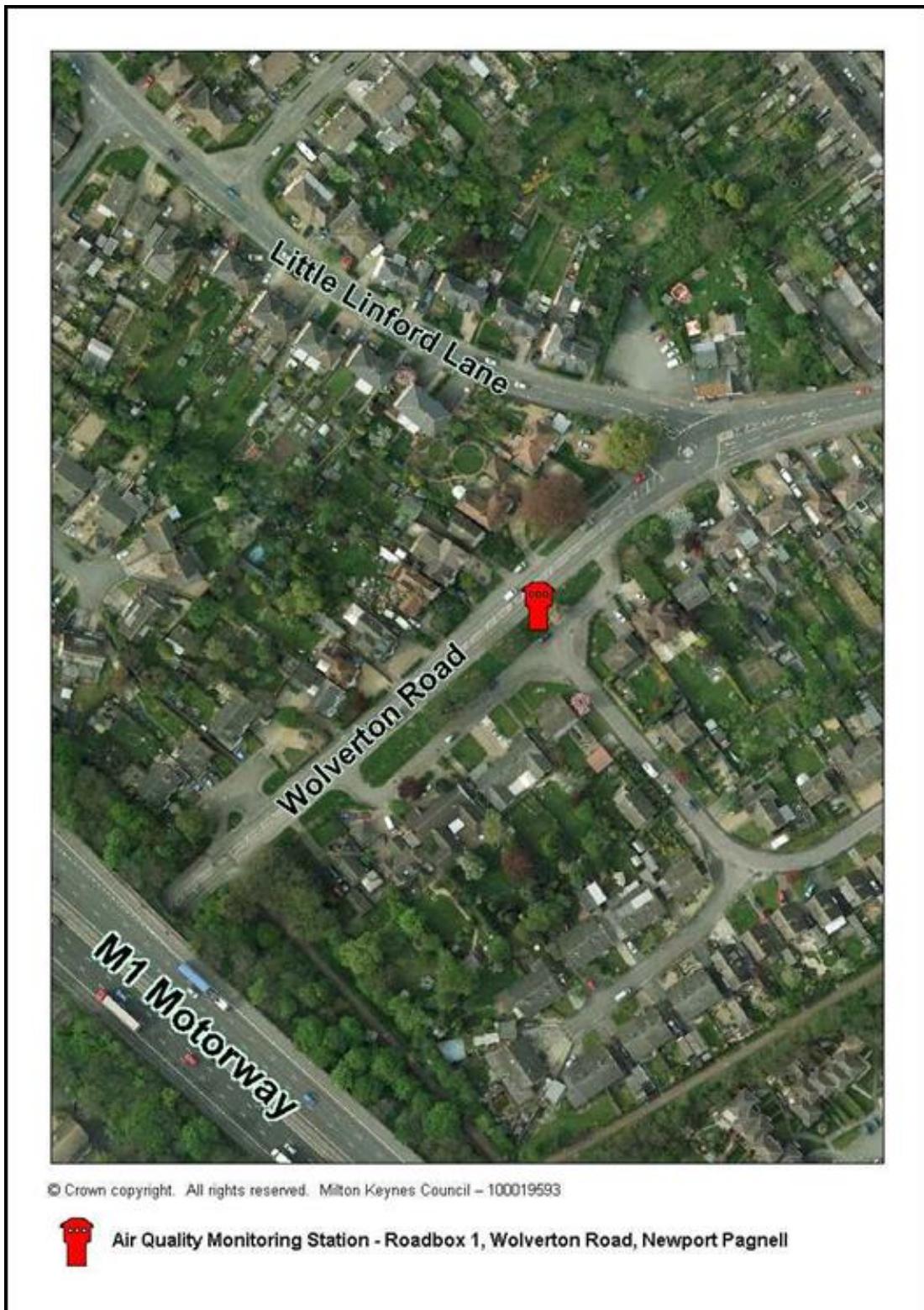
Figure D.4 - Map of Roadbox 2 Air Quality Station, High Street South, Olney (Within now revoked Air Quality Management Area)
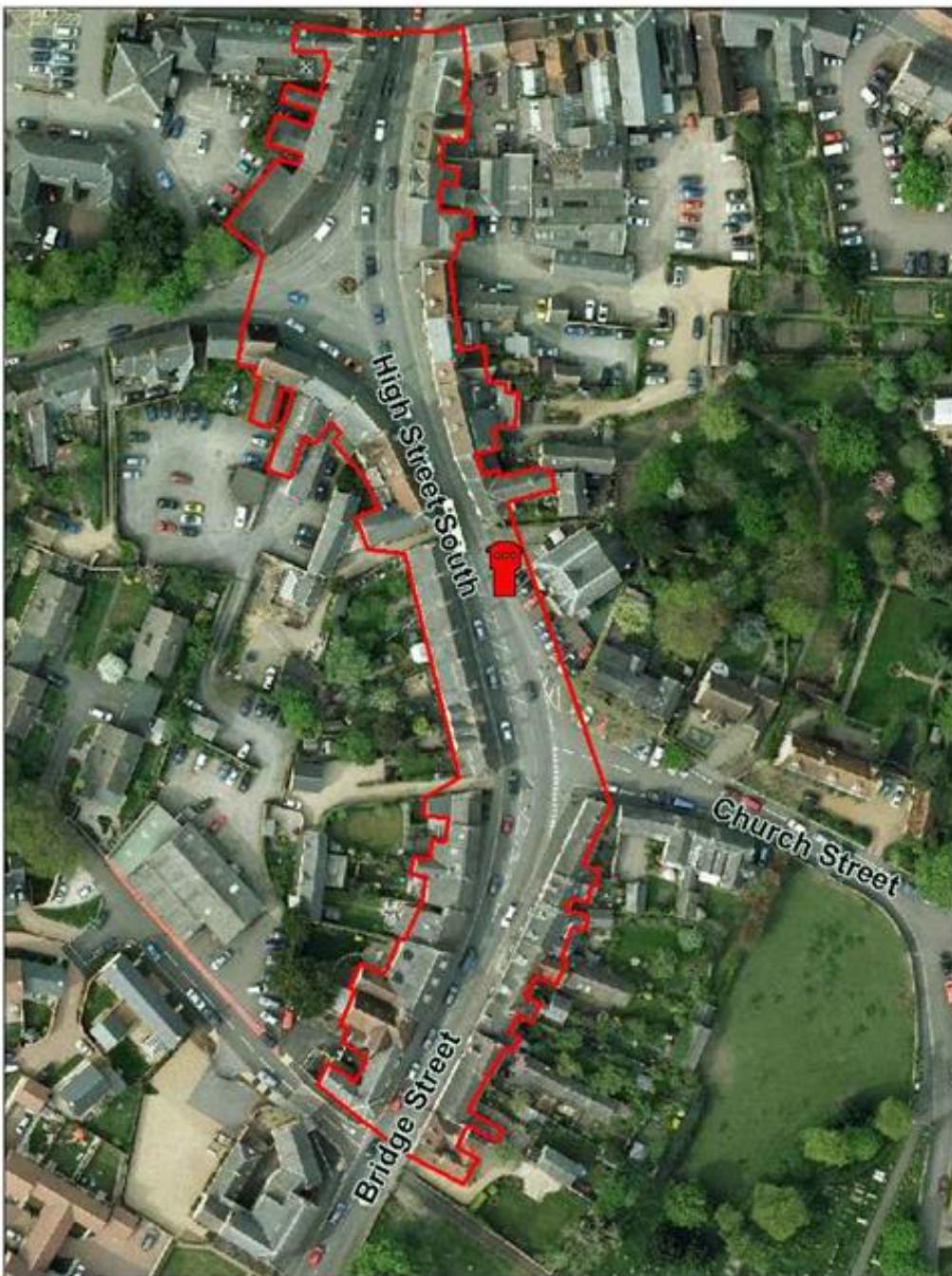
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Air Quality Monitoring Station - Roadbox 2, High Street South, Olney
(Air Quality Management Area boundary in red)

Figure D.5 - Automatic air quality monitoring station photographs

Fixed Monitoring Station, Civic, CMK

Roadbox 1 Monitoring Station Wolverton Road, Newport Pagnell (M1 bridge in background)

Roadbox 2 Monitoring Station High Street South, Olney

Figure D.6 – Map of non-automatic sites
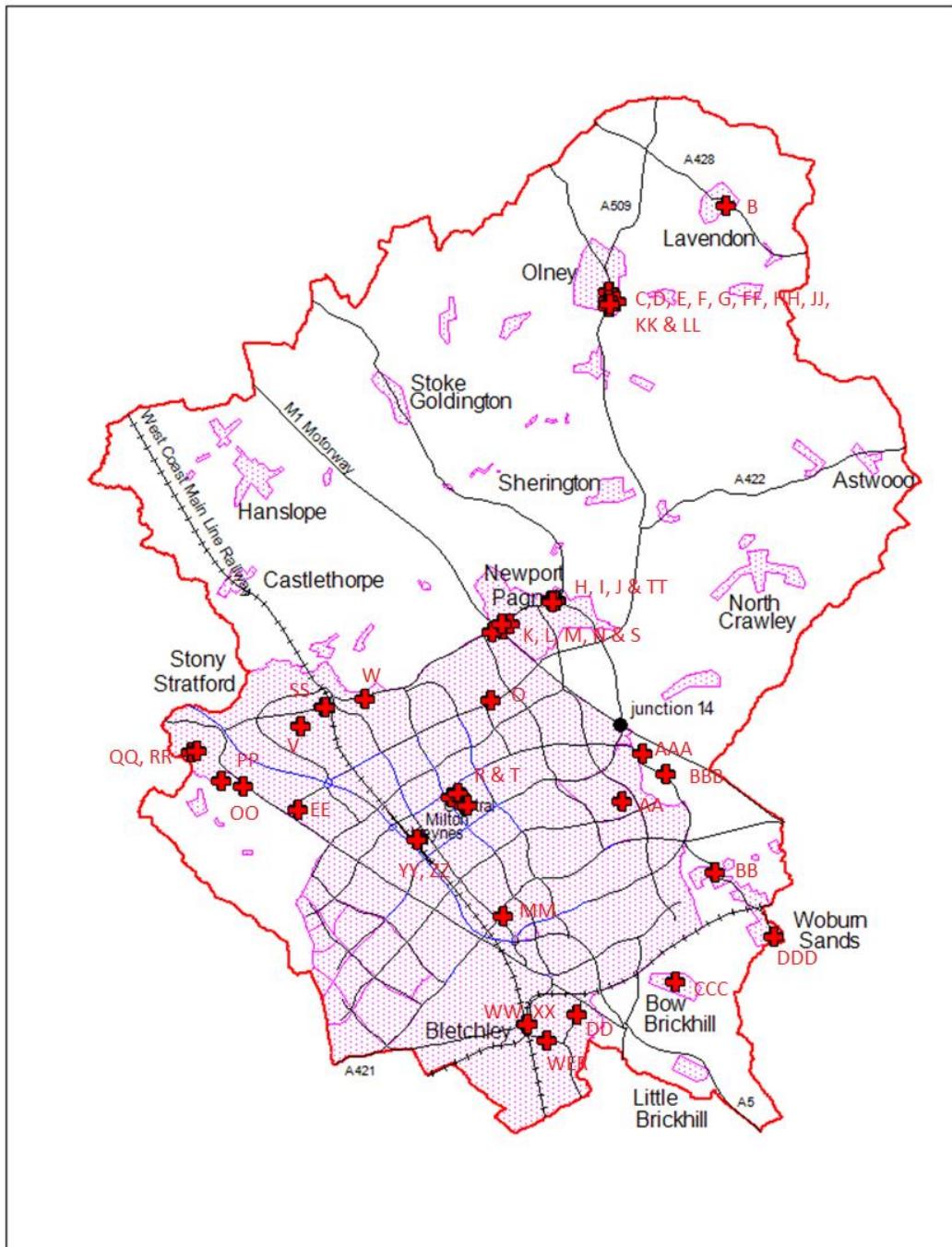
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Nitrogen Dioxide diffusion tube location

**Figure D.7 – Close up maps of diffusion tube locations**
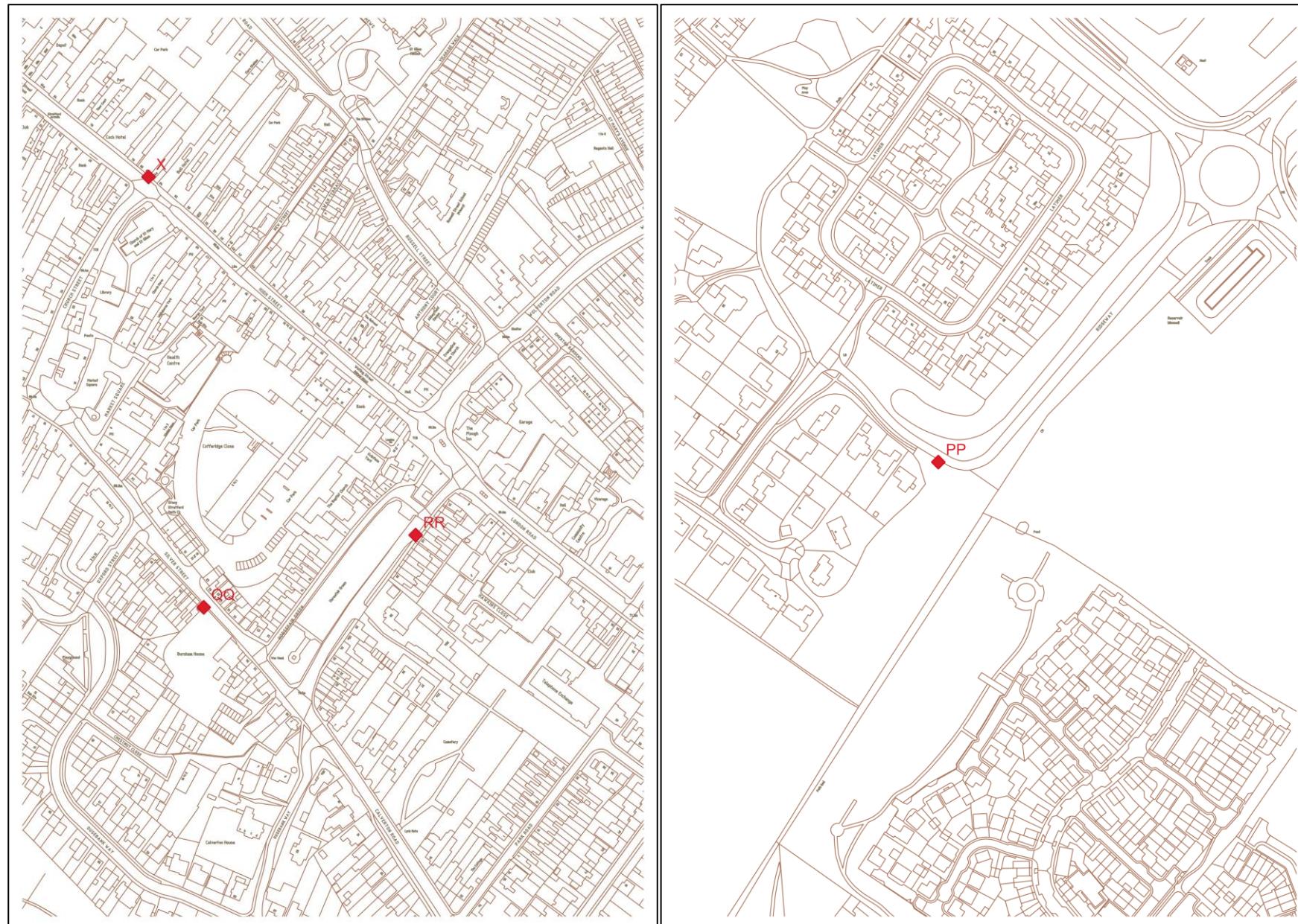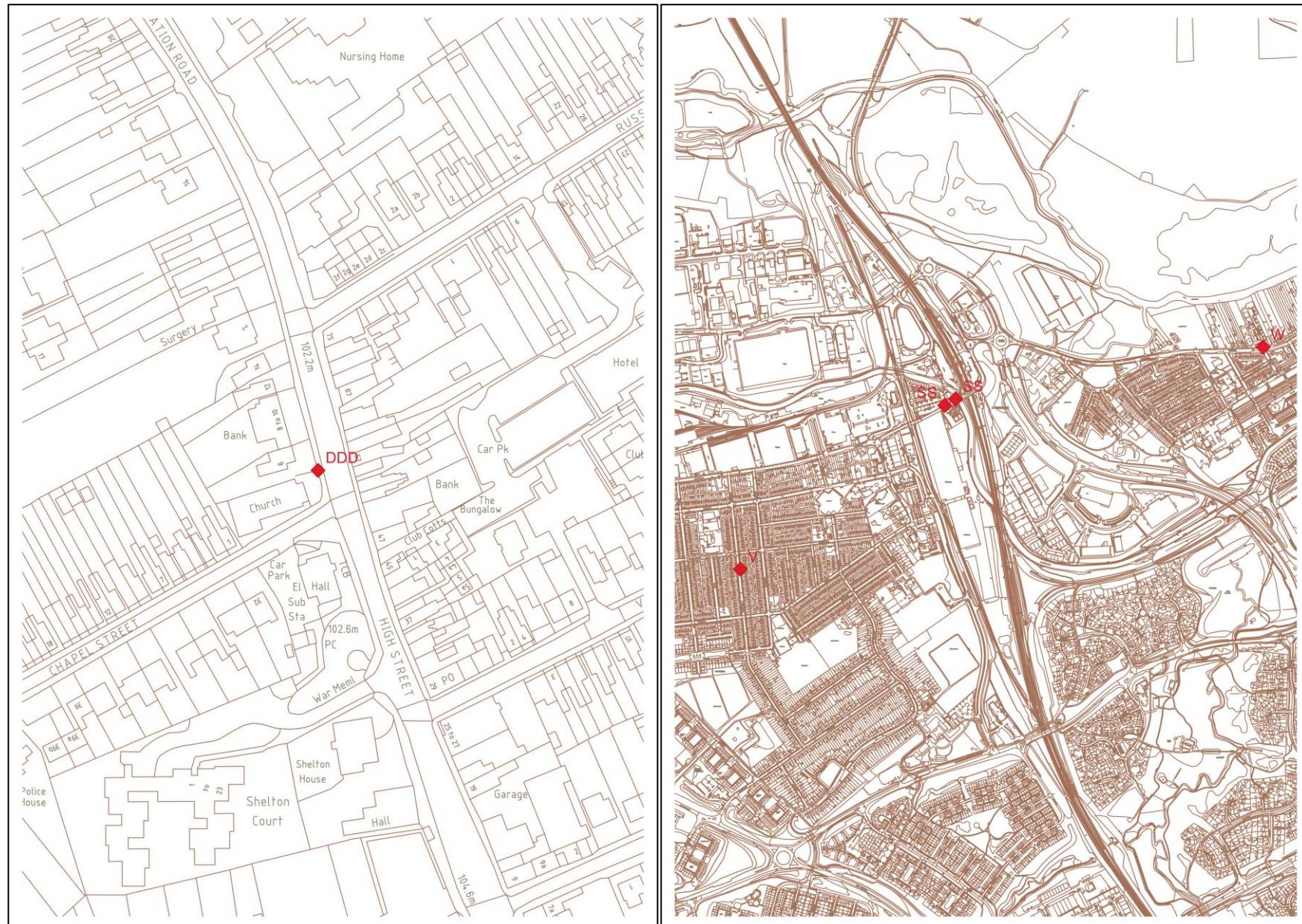
Appendix E: Summary of air quality objectives in England

Table E.1 – Air quality objectives in England

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO₂)	200µg/m³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO₂)	40µg/m³	Annual mean
Particulate Matter (PM₁₀)	50µg/m³, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM₁₀)	40µg/m³	Annual mean
Sulphur Dioxide (SO₂)	350µg/m³, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO₂)	125µg/m³, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO₂)	266µg/m³, not to be exceeded more than 35 times a year	15-minute mean

Glossary of terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency

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

- Milton Keynes Council, Annual Status Report 2024

- Local Air Quality Management Tools, NETCEN, on behalf of Department of the Environment, Food and Rural Affairs, available from web site: http://uk-air.defra.gov.uk/