2026 Air Quality Annual Status Report (ASR)

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

Date: June 2026

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Local Responsibilities and Commitment

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

- Phil Measures (Environmental Protection)
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In addition, support was also provided by the following officers at Gloucestershire County Council:

- Scott Macaulay-Lowe (Public Health and Communities)
- Sophia Beglinger (Climate Change & Air Quality Officer)

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

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

Executive Summary: Air Quality in Our Area

Air Quality in Forest of Dean District

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

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

Table ES 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.

The monitoring reported within this 2026 Annual Status Report for Forest of Dean District Council (FoDDC) took place during the whole of 2025. It does not indicate any additional areas of general concern with regard to air quality, with all annual monthly averages not exceeding the national objective of 40 µg/m^3, which is set to protect health. Contrary to recent years, many locations have seen a small increase in NO_2. However, despite the small increases in NO_2 concentrations, air quality in the Forest of Dean District remains good.

Within the Air Quality Management Area (AQMA), concentrations remained well below the UK objective. The process to revoke this area commenced in the summer of 2025 and was completed with the submission of a revocation order to Defra in January 2026. This is discussed in more detail in Section 2.1.

Actions to Improve Air Quality

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

This document outlines a coordinated programme of transport, planning, and environmental initiatives across Gloucestershire and the Forest of Dean, with a strong focus on improving connectivity, promoting sustainable travel, and enhancing air quality.

At the strategic level, Gloucestershire County Council (GCC)'s Local Transport Plan (2020–2041) sets a clear direction for transport improvements, including upgrades to highways, cycling and walking infrastructure, rail station enhancements, and the expansion of electric vehicle (EV) charging. Progress is being actively monitored by the County Council with several schemes already completed or underway, demonstrating consistent delivery against long-term objectives.

In parallel, the emerging Forest of Dean Local Plan (anticipated adoption in 2026) reinforces these ambitions by embedding sustainable development principles into planning policy. It prioritises development in accessible locations, promotes active travel, and supports transport infrastructure improvements, including enhancements at Lydney Railway Station and key town centre highways. Collectively, these policies aim to reduce reliance on private vehicles and improve air quality across the district.

Public transport is a major area of investment and reform. The 2024 Bus Service Improvement Plan introduces measures to enhance reliability, expand services, upgrade infrastructure, and transition towards lower-emission vehicles, including electric buses. Demand-responsive transport has also proven successful in rural areas. Lydney is positioned as a strategic hub within an expanding network of transport corridors, supported by planned upgrades to bus facilities and improved interchange infrastructure.

Rail services are being strengthened through ongoing infrastructure works to improve line resilience between Newport and Gloucester, despite short-term disruption. Encouragingly,

passenger numbers at Lydney station have increased significantly, indicating growing demand for rail travel.

Active travel remains a key priority. County and district initiatives include new infrastructure, promotional campaigns, and school-based programmes to increase walking and cycling. Participation rates in training and challenges are rising, supported by new strategies and funding commitments. The forthcoming Forest of Dean Active Travel Strategy will further enhance accessibility, inclusivity, and uptake of these modes.

Additional environmental initiatives led by GCC focus on air quality awareness, anti-idling campaigns, community monitoring, and public engagement activities. These are complemented by local authority actions such as fleet electrification and public education campaigns.

At the local level, town councils are actively contributing through neighbourhood planning and targeted interventions. In Lydney, policies emphasise sustainable transport, improved connectivity, and reduced environmental impact, supported by infrastructure upgrades such as cycle parking. Coleford and Newent are also progressing initiatives to improve active travel, public transport, and green infrastructure, though some plans remain in their early stages.

Overall, the combined efforts of county, district, and town councils demonstrate a cohesive and proactive approach to transport planning and environmental sustainability. Continued investment, policy alignment, and community engagement are expected to deliver meaningful improvements in mobility, accessibility, and air quality across the district.

Air Quality Partners

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

FoDDC is also beginning to engage with town and parish councils to support them with projects which may benefit air quality, regardless of their current status.

District Air Quality Group

The Forest of Dean Air Quality Officer continues to meet with other officers in the county to share experiences and ideas relating to improving air quality. The aim continues to be the development of a more co-ordinated approach to air quality across Gloucestershire, with the support of GCC's air quality officer and Healthy Place Shaping team. GCC continue to update and maintain the air quality webpage.

Conclusions and Priorities

To conclude, although there have been rises in NO_2 concentrations in 2025, 15 of the 28 locations monitored showed concentrations of NO_2 below half of the national objective level. The concentrations within AQMA continued to show compliance and has now been formally revoked.

Although air quality remains good in the Forest of Dean District, air pollution remains a contributing factor to poor health, even where concentrations may be below the national objective. Consequently, the County Council, District Council, residents and businesses continue to have a part to play in reducing emissions and improving the quality of the air we breathe. It is important that GCC Transport Department are kept informed of proposed developments and that developers are aware of the need for appropriate mitigation in respect of associated air pollution.

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

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

The 2005 to 2025 FoDDC Air Quality reports are available online at:

Forest of Dean District Council - Air Quality pages

How to get Involved

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

- Reducing how much we use petrol/diesel vehicles;

- Where driving diesel/petrol cars is necessary, using 'eco-driving' styles, which reduces fuel usage, and consequently reduces emissions;
- Consider car sharing – encourage your workplace to co-ordinate car sharing;
- Using car clubs instead of buying a car. Even better, join an electric car club;
- Using public transport; and,
- If you are able, use alternative travel modes such as walking or cycling;

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

Other ways which you can get involved include:

- Participating in consultations on plans and strategies at county (https://haveyoursaygloucestershire.uk.engagementhq.com/) and district level (https://www.fdean.gov.uk/about-the-council/having-your-say/current-consultations/);
- Joining local campaign groups;
- Communicating issues or ideas to town/parish councils, district council or county council.

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

- Defra UK Air
- Action for Clean Air
- Gloucester County Council's air quality webpages

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

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1 Local Air Quality Management

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

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether 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 Forest of Dean District Council (FoDDC) to improve air quality and any progress that has been made.

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMAs declared by FoDDC can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within Forest of Dean District. Appendix D provides a map of the AQMA and also the air quality monitoring locations in relation to the AQMA (Figure D.16). The air quality objectives pertinent to the current AQMA designation is as follows:

- NO_2 annual mean;

The AQMA in Lydney was declared in July 2010. It was identified that traffic congestion (at the T-junction between the High Street and the Bream Road) was the most likely cause of the elevated NO_2 levels, which exceeded the national air quality objectives at the time the AQMA was declared. The district's centralised national AQMA page can be found here: Link to Forest of Dean AQMA details.

Following the monitoring year of 2024, the Lydney AQMA had achieved Defra's criteria for revocation, i.e. NO_2 concentrations have been below the UK objective of 40µg/m^3 for three consecutive years. Local Air Quality Management guidance from Defra states that where compliance has been achieved for this length of time, the Local Authority should consider revoking the AQMA. Revocation of the AQMA commenced in the summer of 2025 and was formally revoked on 19th January 2026 following approval by FoDDC's Cabinet on 9th October 2025. A copy of the Revocation Order is presented in Appendix F. Following revocation the council will begin to compile an Air Quality Strategy.

As of the 19th January 2026, FoDDC no longer has any declared AQMAs. In accordance with Policy Guidance LAQM TG22, a local Air Quality Strategy is under development to ensure air quality remains a priority within the Council.

Table 2.1 - Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
High Street Lydney	July 2010	Annual Mean NO_2; 40µg/m^3	High Street, Hill Street and Newerne Street from Temple Way junction to Albert Street Junction; and Bream Road from High Street junction to approximately 75m past the entrance to Lydney C of E Primary School; and Forest Road from Hill Street to just past 17 Forest Road.	NO	50µg/m^3	25.5µg/m^3	6 (including Covid pandemic)	A draft Lydney AQMA Action Plan dated January 2015 has been prepared with the assistance of a steering group and after local consultation with stakeholders.	

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

Local council's annual status reports for air quality are reviewed by central Government prior to publication. DEFRA's appraisal of last year's FoDDC ASR concluded '*The report is well structured, detailed, and provides the information specified in the Guidance*'. The appraisal provided the following suggested improvements to subsequent reports:

Comment	Action
The Council made an error in Table 2.1 the level of exceedance in the current year is 27.3 µg/m3 instead of 28.8µg/m3, such details are to paid attention to in future reports.	This was corrected prior to publication. Due to the recent revocation of the AQMA, this is not relevant to the current report.
Figures presented in the report are well-labelled and allow the reader to see which non-automatic sites are present with the AQMAs within the Council's jurisdiction. However, there are figures which do not contain labels alongside the monitoring locations. The Council should include these for clarity in future reports.	This has been addressed in the current report.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Gloucestershire's Local Transport Plan 2020-2041	Transport Planning and Infrastructure	Other	2021	2040	Gloucestershire County Council	Gloucestershire County Council	Partially Funded	£10k - 50k	Implementation	Reduced vehicle emissions	Improvements to: Lydney rail station and services; walking/cycle networks; bus services; key road junctions. Also introduction of transport interchange hubs.	Implementation on-going	Funding
2	Forest of Dean District Local Plan 2041	Policy Guidance and Development Control	Other policy	2023	2040	FoDDC	FoDDC	Funded	£10k - 50k	Planning	Potential to improve: public transport and active transport facilities; infrastructure for electric vehicles; traffic flow to reduce congestion.	Improvements in overall population health. Increase in cycling and walking. Reduced concentrations of NO_2	Regulation 18 consultation complete, submission for examination expected in Autumn 2026	Funding and changing attitudes and behaviours
3	Gloucestershire's Bus Service Improvement Plan (BSIP) 2024	Transport Planning and Infrastructure	Bus route improvements & Public transport improvements- interchanges stations and services	2024	2026	Gloucestershire County Council Private & Community Bus Operators	Gloucestershire County Council / BSIP	Funded	£1m - £10m	Implementation	Reduced vehicle emissions	Annual average NO_2 to be reduced to meet AQ objective. Increase in public transport services and passenger numbers	Implementation on-going	Changing attitudes to public transport. Funding to improve active travel infrastructure and public transport services
4	ThinkTravel	Promoting Travel Alternatives	Promotion of walking Promotion of cycling	2020	Ongoing	Gloucestershire County Council & FODD Council	Gloucestershire County Council	Funded	< £10k	Implementation	Reduced vehicle emissions & improve health	Improvements in overall population health. Increase in cycling and walking. Reduced concentrations of NO_2	Implementation on-going	Changing behaviours and attitudes to active travel.
5	Air Quality Technical Guidance for Forest of Dean District Council 2015	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2015	2015	District Council	Local Authority, Funding: Defra Air Quality Grant	Funded	< £10k	Completed	Address potential increase in vehicular emissions due to vehicle usage associated with new residential and business developments	Approved policy in place and in use, with associated technical guidance available on FODDC website	Policy approved and in use from 30 July 2015	Developer awareness of the guidance
6	Dean Forest Greenway	Promoting Travel Alternatives	Promotion of cycling	2022		West Dean Parish Council	West Dean Parish Council, Lydney Town Council, Forestry England, Dean Forest Railway and Lydney Park Estate	Funded	Not known	Planning	Reduced vehicle emissions	Provision of a traffic free walking & cycling route from Parkend to Lydney, as an alternative to driving.	Awaiting approval of revised route	Potential impact on designated site and ancient woodland. Changing attitudes and behaviours with regards to active travel
7	The Robin	Transport Planning and Infrastructure	Bus route improvements	2022	Ongoing	Gloucestershire County Council & Lydney Dial-a-Ride	Gloucestershire County Council	Funded	Not known	Full implementation	Reduce number of private cars on the road, and consequently emissions	Uptake of the service	Pilot trial ended - now formal service. Service extended to Newent area in 2025	Ongoing funding and continued uptake of the service
8	Climate Emergency Strategy and Action Plan 2022-25	Policy Guidance and Development Control	Other policy	2023	2025	Gloucestershire County Council & FODD Council	Gloucestershire County Council & FODD Council	Partially funded	Not known	Adopted January 2023	Reduced vehicle emissions, Reduced number of vehicles on the road.	Number of actions successfully implemented	Progress on EV charger installation, and finalising Active Travel Strategy	Funding

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
9	Installation of electric vehicle charging points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	2025	Gloucestershire County Council & FODD Council	Gloucestershire County Council - Local Electric Vehicle Infrastructure (LEVI) Capital Fund; FoDDC - On-Street Residential Chargepoint Scheme	Partially funded	£500k - £1 million	Implementation	Reduced vehicle emissions	Frequency of use	Up to 62 chargers planned for 2025/26	Identification of suitable locations with adequate electric supply.
10	The Lydney Cycle Improvement Scheme	Promoting Travel Alternatives	Promotion of cycling	2020	2021	Gloucestershire County Council, with First LEP Growth Deal	Gloucestershire County Council	Funded	£500k - £1 million	Completed	Provides alternatives for travel around Lydney, especially within the AQMA	The Scheme involves the construction of an integrated cycleway network incorporating 5 individual “links” throughout Lydney.	Completed	None
11	Facilitating home working among council personnel	Promoting Travel Alternatives	Encourage / Facilitate home-working	2020	2025	Gloucestershire County Council & FODD Council	Gloucestershire County Council & FODD Council	Funded	< £10k	Implementation	Reduced vehicle emissions	Reduced NO_2 concentrations	Completed	None
12	Targeted speed limit reductions	Traffic Management	Reduction of speed limits, 20mph zones	2018	2018	Gloucestershire County Council	Gloucestershire County Council	Funded	£100k - £500k	Completed	Reduced vehicle emissions	Improved traffic flow at peak hours in the Lydney Town Centre	Completed	None

District Wide Actions

Gloucestershire's Local Transport Plan

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

The LTP plan includes (policy references in brackets):

- Highways and junction improvements within Lydney town centre (FOD 3, FOD 6, FOD 18).
- Cycling and Walking access improvements to Lydney Station and Lydney Harbour (FOD 14, Completed 2022)
- Cycling and Walking access improvements – Lydney Town Centre (FOD 15, Completed 2020)
- Bus stop and bus advantage improvements for Gloucester - Lydney / Coleford / Cinderford corridors (FOD 7, FOD 9, FOD 11)
- Lydney Railway Station Enhancements (FOD 16, partially complete)
- Provision of electric vehicle charging facilities in interchange hubs and other key locations (Policy LTP PD 0.1, Policy LTP PD0.2, Policy LTP PD 0.3, Policy LTP PD0.4, Policy LTP PD0.6)

The 2024/25 LTP Monitoring Report provides an update on the progress of the various schemes identified in the LTP as well as the key progress indicators.

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

Forest of Dean Local Plan

The FoDDC is currently in the process of developing a new local plan to replace the existing plan which runs to 2026. During 2025, the five options for development within the district were put to public consultation. From the public responses, most were in favour of development being focused on existing settlements combined with limited new

settlements. The findings of the consultation were used to revise the 2024 Draft Plan, which focuses on developing settlements around the existing main towns in the district, as well as creating new developments near the M50 to the north (Glynchbrook Garden Village) and near Churcham (Land West of Severn). The revised Draft Plan went out to consultation in February 2026 for six weeks.

The revised plan retains policies which may benefit air quality across the district:

- Policy RLP.1 (formally LP.1) Sustainable Development – large developments are expected to provide easy and safe access to public transport and facilities for active travel.
- Policy RLP.5 (formally LP.27) Strategic Sites – strategic sites to be developed where transport linkages can be created, enhanced or used which promote the use of public transport, reduce the need to travel overall and allow and encourage cycling and walking.
- Policy RLP.117 (formally LP.24) Active Travel - Active travel will be promoted throughout the district. Development proposals will be required to demonstrate that they maximise opportunities for active travel, supporting the accessibility and ease of healthier and low carbon forms of travel, both for travellers and the local environment. Active travel routes should connect new developments with schools, shops, town centres etc., integrating green infrastructure where possible. Developments should include covered, secure cycle storage at each residential unit.
- Policy RLP.118 (formally LP.25) Cycle Routes – Throughout the district the opportunity will be taken to establish additional and improved cycle connections, especially where they provide linkages between settlements serving existing and planned development. Where necessary, contributions will be sought from developments that may benefit. The Local Plan will support the increased use of cycling as a means of travel as well as the expansion of recreational opportunities.
- Policy RLP.129 (formally LP.15) Design Principles – development design to integrate walking and cycle routes and support public transport.

In addition, policies which will benefit air quality in Lydney are also retained:

- Policy RLP.52 Lydney Railway Station (formally LP.71) – including development of a transport hub, additional parking, improved passenger facilities and improved access to the Dean Forest Railway.

- Policy RLP.54 Lydney Town Centre Highway Strategy (formally LP.72) – including the Newerne Link and improvements to the Bream Road/Hill Street junction.

The final draft plan is expected to be submitted to Government for approval in the autumn of 2026. Adoption by the Council will follow.

Public Transport

2024 saw the publication of Gloucestershire's Bus Service Improvement Plan (BSIP) 2024. The plan outlines the county's ambitious plans to improve the service throughout the county, through the development of transport hubs and corridors, linking the main settlements both within the county, as well as links to key out-of-county towns and cities. The plan also includes: upgrading of bus stops, including Real Time Information (RTI) at key stops; upgrading of the fleet; a review of fares and ticketing; introducing express routes; and, improving reliability. The plan also includes the use of demand responsive transport serving more isolated, rural communities.

Services which should see improvements in 2025/26 include 32 Gloucester to Newent, 24 Gloucester to Mitcheldean and 72 Lydney to Mitcheldean. Services which have seen improvements during 2025 include:

- The Daffodil Line (service 232), which connects Newent with Ledbury and Ross on Wye, saw an increase in service frequency on Mondays to Saturdays from August 2025.
- Cinderford benefitted from a new bus service, the 710 operated by Newport Bus. This is a circular service operating in Cinderford only, responding to requests from residents.
- The Robin demand responsive service was extended to the Newent area, attracting 1643 passenger journeys in the first six months. The expansion into Newent means this service now covers the majority of the district. Due to its popularity, within the Forest of Dean and Cotswold Districts, this service has secured funding for the next three years.

Planned improvements and projects include:

- Lydney Bus Station – new infrastructure, including RTPI and cycle provision
- Cinderford Bus Station – proposals to upgrade, including new shelters and RTPI
- Review and potential upgrade of Newent Bus Station
- The introduction of an electric bus into the district (route to be determined)

- Plans to introduce electric buses on Services C4 (Chepstow to Beachley) and 72 (Chepstow to Mitcheldean)

The plan also includes an ambitious network of transport corridors and hubs, where Lydney will play a strategic part.

A partnership between the Forest Voluntary Action Forum and Forest of Dean Climate Action Partnership has developed The Forest of Dean Travel Guide, which comprises of a map showing all bus, train and main cycle routes in the district. It also provides links to information on bus services, train services EV charging points, maps of public footpaths, as well as cycle routes and national trails.

Rail Services

Since 2022, Network Rail have been conducting extensive improvements to the line between Newport and Gloucester, including the section running through the Forest of Dean. The objective of the work is to improve the resilience of the line which can frequently be subjected to landslips, which in turn disrupts services as a result of line closures and speed restrictions. Such disruptions impact both passenger and freight trains. The work is expected to continue into 2026.

Despite the above works and associated disruptions, passenger numbers using Lydney train station increased by 17 % in 2023/24 compared with 2022/23.

Active Travel

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

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

Data from March 2025 showed 70% of approximately 5,000 pupils across 95% of Gloucestershire schools, participated in level 1-2 bikeability training, which was an 8% increase over the previous 18 months. In the Forest of Dean district, the number of

students completing this training increased in 2025 by 14%. GCC continues to secure funding to continue this work and aims to increase participation by 50%.

In 2025 nine schools from the Forest of Dean took part in the Big Walk and Wheel challenge, with Picklenash Junior School outperforming the other entrants using active travel for 70% of journeys to and from school during the two week challenge.

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

The County Council also promotes ModeShift Stars scheme run by the organisation Modeshift. The scheme promotes active travel in schools, providing help and support to schools wanting to increase the number of pupils who walk, wheel or cycle to and from school. All schools in Gloucestershire have been signed up to the initiative by the County Council. In the Forest of Dean district, members of staff in 40 schools have also signed up to the scheme, with two schools (Parkend and Yorkley Primary Schools) achieving accreditation. In addition, GCC are developing policies for park-and-stride schemes and walking buses for primary and secondary schools.

GCC are working on an active travel corridor from Hartpury to Gloucester. A concept design was drawn up in 2025 and is now waiting on viability of the route.

FoDDC are in the process of finalising their Active Travel Strategy, which is expected to be published later this year following public consultation. In the strategy, the Council commits to:

- Promote active travel and enable incentives
- Promote and facilitate the uptake of e-bikes
- Enabling community empowerment, engagement and inclusive decision making
- Delivering access and equality in active travel
- Seek to promote the accessibility and affordability of active travel for all income levels
- Seek to educate communities and raise awareness of the benefits of active travel
- Deliver direct, legible routes for utility active travel as well as leisure routes that showcase the natural beauty and culture of the district.

Dean Forest Greenway

Further work has been carried out in 2025 to overcome the obstacles preventing the go ahead of this multi-use path. However, to date there are still outstanding issues relating to ecology and road safety. Planning application P1913/21/FUL has yet to be decided pending resolution of these issues. More information on the project can be found at Dean Forest Greenway.

Gloucestershire County Council Initiatives

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

- Engagement with GP surgeries highlighting the issues of motor vehicle idling and delivering anti-idling signs to four surgeries in the Forest of Dean District. Discussions have also begun into delegating powers to enforce anti-idling within the county.
- Delivered presentations on air quality and health at Integrated Local Partnership meetings. This has resulted in a demand for more resources on air quality and health for surgeries, which are currently under development;
- GCC website now includes an Air Quality page, which includes information on how air pollution can impact health, tips on using wood burners and information on anti-idling. It also includes a link to air quality monitoring across the county.
- GCC has part-funded an air quality officer serving the Stroud District, as well as engaging with schools in the wider county area.
- The County Council continue to comment on air quality matters with regards to county wide policies and plans as well as those on a more local level.
- Funding has been made available by GCC to parish and town councils to purchase particulate monitors. Aylburton Parish Council has successfully applied for this funding. A similar scheme will run later in 2026.
- Flyers on wood burning, focusing on efficient ways to burn, providing contacts for garden waste collection and energy saving tips including grants available to Gloucestershire residents, have been designed and printed by GCC and circulated via the Gloucestershire Fire and Rescue Team.
- During the week of Clean Air Day 2025, GCC arranged for the theatre group Abbie Ayre and the Shed of Science to visit schools, visiting Hope Brook C of E Primary School in Longhope. The group provide an engaging and interactive performance and workshop investigating the causes and concerns of poor air quality and

promoting safe active travel to primary school. Other initiatives to promote Clean Air Day included a drawing competition and banners on buses.

Electric Vehicles

FoDDC purchased three fully electric vans for use by Street Wardens, continuing their commitment to reducing the Council's carbon footprint. The Council are also looking to purchase a third electric refuse vehicle.

Consultations for Planning Applications, Local and Neighbourhood Plans

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

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

Local Initiatives

Lydney

Lydney Town Council are currently reviewing The Lydney Town Neighbourhood Plan. During 2025, a new draft was published which saw the timeline of the plan extended to 2043 (previously the plan period ended in 2041). This revised plan was submitted to FoDDC in January 2026 and, following a public consultation, has now been submitted to the examiner. The draft plan retains the following policy which will improve air quality in the town:

- LYD TRAN1: Sustainable and Active Travel and Improvements to transport infrastructure –

a. The transport implications of development must be addressed as part of all relevant planning applications.
b. Where relevant to the development, proposals must:
    i. Contribute proportionately and positively towards the protection of, connection to and enhancement of Lydney's sustainable travel network defined on map 14, in accordance with the sustainable transport hierarchy.
    ii. Provide effective and safe access to egress to the existing highway network;
    iii. Include appropriate measures to avoid, mitigate and manage any significant impacts on highway capacity, congestion or on highway safety including any contribution to cumulative impacts;
    iv. Minimise conflict between different modes of transport;
    v. Create accessible development which reduces the need to travel by car and maximises the use of sustainable modes of transport;
    vi. Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
    vii. Ensure delivery of cycle parking and supporting infrastructure;
    viii. Protect, enhance and support public rights of way identified on map 6 and shown on map 14;
    ix. Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, convenient locations;
    x. Are within easy walking distance of public transport with good service frequency;
    xi. Minimise any adverse impact on communities and the environment, including noise and air quality.
c. Particular support will be given to proposals which:
    i. Provide or contribute proportionately to direct and accessible pedestrian and cycle connections to local facilities, employment centres and Lydney town centre and Harbour;
    ii. Improve the public right of way and wildlife corridor network as shown on map 6; and/or
    iii. Assist with the development of a sign-posted network of public rights of way connecting the town centre, the railway station, the harbour and leisure areas.

In 2025, the Town Council installed new cycle racks in the Recreation Ground and in Bathurst Park to encourage active travel to these areas. They are also working with the FoDDC's climate team to improve and expand active travel routes within the town.

Coleford

Coleford Town Council adopted their Neighbourhood Development Plan in October 2018, outlining how the town would be shaped up to 2026. Although the plan generally supports active travel and improved public transport, the policies do not necessarily reflect this, with few stating measures to encourage these modes of transport. However, in 2025 the Town Council began the process of reviewing the current Plan, and early draft policies do include improvements to active travel routes and public transport.

Coleford Town Council have carried out a number of actions in 2025 to:

- enhance and encourage active travel, e.g. installation of cycle racks, planters on active travel corridors and providing a building for the youth cycling group 'Make it Tidy Biking'
- increase green infrastructure, e.g. installation of sedum roof on Coalway bus shelter

Plans for 2026 include:

- Planting of trees along the High Street and Mile End crossroads
- Installation of a pocket park to enhance an active travel corridor
- Installation of a new bicycle shelter
- Implementation of 20mph speed restrictions, in conjunction with GCC Highways

In addition, the Town Council are currently awaiting the outcome of a planning application to extend the Milkwall to Coleford pedestrian/cycle track, which will directly link the outlying village to the town centre. The Town Council are also lobbing GCC Highways to install a continuous footpath between the town and the popular tourist destination, Puzzlewood.

2025 saw the launch of a 12 month electric vehicle car club, led by FoDDC, and supplied by Hiyacar. Cars can be booked on the Hiyacar website and collected at Railway Drive Car Park.

Newent

Newent Town Council have begun the process of producing a Neighbourhood Development Plan. An initial draft has yet to be produced and, consequently, there is no information on how the plan may help improve air quality.

In 2024, the Newent Local Cycling and Walking Infrastructure Plan (LCWIP) was published by GCC. The LCWIP identifies three priority cycling and walking routes which would benefit from improvements:

- WC1 - Horsefair Lane, Glebe Close, Holts Road and Watery Lane
- WC3 - Meek Road to Broad Street (via Bury Bar Lane)
- WC4 - Gloucester Street (Newent Business Park to town centre)

To the best of FoDDC's knowledge, the above improvements have yet to be actioned.

A new transport hub has been proposed for Newent, funded by the Government Bus Service Improvement Fund, contributions from the Picklenash Grove development, GCC's tree fund and levelling up funding via FoDDC. A consultation is being run by the community transport operator Buses4Us, with the project supported by Newent Cycle Group, Newent Town Council, Stagecoach, GCC and FoDDC. The objective of the project is to provide improved transport, a new bus shelter, real-time passenger information, secure cycle storage and repair facility and electric vehicle charging at Lewell Street Car Park.

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

The Environment Act 2021 required the Secretary of State to set $PM_{2.5}$ objectives for the UK, which were laid out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 and form Commitment 21 of the Environmental Improvement Plan (EIP) 2025. The targets set within the 2023 Regulations are:

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

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

2.3.1 Particulate Matter in the Forest of Dean District

FoDDC currently does not measure particulate matter within the district.

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

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

- Highlighting the issues of $PM_{2.5}$ including the impacts on health and activities which generate the particles. This will be achieved through campaigns such as responsible use of wood burners, fire pits, garden bonfires etc.
- Seek funding to install $PM_{2.5}$ monitors within the Forest of Dean district.

From Defra background mapping, the calculated background concentration of $PM_{2.5}$ in the Forest of Dean District in 2025 was an average 6.09µg/m^3, 0.06µg/m^3 lower than that predicted for 2024 (6.15µg/m^3). Background concentrations are modelled from measured data generated by reference analysers and meteorological data from a specific year, and do not include local sources such as roads and chimney stacks.

Trends in $PM_{2.5}$ in the UK, at urban background and roadside sites, between 2009 and 2024 have been published by DEFRA: Link to: Particulate matter (PM10/PM2.5). Headlines from the report detailing data up to 2024 include the following:

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

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

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

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

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

2.3.2 Public Health Outcomes Framework

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

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

For the Forest of Dean District, the estimated fraction of mortality attributable to particulate air pollution is 4.3% (an increase of 0.4% from 2023), matching the regional average.

2024 also saw a fall in physical activity in adults[2] compared to 2023, with the percentage of adults 19 and over were active at moderate intensity for at least 150 minutes per week, falling from 69.9% to 66.9%.

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

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

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

3.1.2 Non-Automatic Monitoring Sites

FoDDC undertook non- automatic (i.e. passive) monitoring of NO_2 at 28 sites during 2025. Table A.1 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.

Two tubes were relocated in 2025:

- NEW05 was relocated to Drybrook and the reference changed to DRY01. Air quality has not been monitored in this location since 2003, therefore monitoring was untaken to ensure there are no air quality issues at this location.
- MIT04 was relocated to a different location in Mitcheldean and the reference changed to MIT05. The new location is on a popular route through Mitcheldean and can experience traffic congestion.

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

Table A.2 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 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

Trends

In contrast to recent years, 2025 saw an increase in concentrations in over half of the 26 locations also monitoried in 2024. Increases between 0.1 and 1.9µg/m^3 where seen district wide in multiple locations including, Lydney, Newent, Newnham-on-Severn, Cinderford, Coleford, Nailbridge and Tutshill. These increases are, in general, very small and may be due to localised meteorological conditions or temporary changes in traffic flow, e.g. due to roadworks. It should be noted that the highest concentration in 2025 was 25.5µg/m^3 (LYD08), which is well below the UK objective of 40 µg/m^3. In addition, during 2025 no annual mean was greater than 60µg/m^3, which indicates that an exceedance of the 1-hour mean objective was unlikely at any of the locations.

The trend of NO_2 levels, at a representative selection of sites monitored in the Lydney AQMA, over the last 12 years are presented in Appendix A, Figure A.1. The graph illustrates the mixed trends described above, with some locations showing a decrease in NO_2 concentrations and others showing an increase. The trend of NO_2 levels, at a range of locations across the district are presented in Appendix A, Figure A.2.

Although there is some concern regarding the increases in NO_2 at certain locations, air quality remains good even where these increases have occurred. The Council will continue to monitor the situation in the next few years and take action should the concentrations continue to rise.

Appendix A: Monitoring Results

Table A.1 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co located with a Continuous Analyser?	Tube Height (m)
CIN03	Cinderford: 167 High Street	Kerbside	365290	214733	NO_2	No	0.2	0.9	No	3.0
CIN06	Cinderford: 29 High Street	Urban Centre	365659	214171	NO_2	No	1.2	1.8	No	2.9
CIN07	Cinderford: 30 Belle Vue Road	Roadside	365920	213743	NO_2	No	6.0	2.2	No	2.8
COL03	Coleford: 11 Old Vicarage Court (Old Station Road)	Roadside	357741	210598	NO_2	No	3.6	1.2	No	2.9
COL04	Coleford: Gloucester Road (by former King's Head Hotel)	Roadside	357609	210774	NO_2	No	0.4	3.9	No	2.7
COL05	Coleford - 29, Market Place	Urban Centre	357559	210740	NO_2	No	0.9	3.2	No	3.1
DRY01	Drybrook: Drybrook Road (Community Hall)	Kerbside	364516	217193	NO_2	No	15.0	1.8	No	2.2
LYD01	Lydney: 57 High Street	Roadside	363147	203074	NO_2	Lydney AQMA	0.1	3.7	No	2.8
LYD02	Lydney: Bridge House, Newerne Street	Urban Centre	363527	203261	NO_2	Lydney AQMA	0.1	7.7	No	2.9
LYD04	Lydney: 13 High Street	Urban Centre	362954	202898	NO_2	Lydney AQMA	0.1	3.6	No	2.8
LYD05	Lydney: Unit 1, Regents Arcade, Newerne Street	Urban Centre	363439	203207	NO_2	Lydney AQMA	0.6	1.5	No	2.9
LYD06	Lydney: 1 Hill Street	Urban Centre	363185	203111	NO_2	Lydney AQMA	0.4	1.5	No	2.9

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)
LYD08	Lydney: 13 Bream Road (bottom)	Urban Background	363109	203213	NO_2	Lydney AQMA	0.1	3.8	No	2.8
LYD09	Lydney: 17 Bream Road (top)	Urban Background	363042	203322	NO_2	Lydney AQMA	0.3	1.0	No	2.7
LYD10	Lydney: 1 Forest Road, opposite Forest Parade	Roadside	363408	203226	NO_2	Lydney AQMA	0.1	2.2	No	2.9
LYD12	Lydney: 61 Newerne Street	Urban Centre	363607	203320	NO_2	Lydney AQMA	0.1	1.6	No	2.0
LYD15	Lydney: Tegfan, Highfield Lane	Suburban	364042	204125	NO_2	No	0.1	>15	No	2.2
LYD16	Lydney: 55 High Street	Urban Centre	363142	203069	NO_2	Lydney AQMA	0.1	2.3	No	2.9
LYD17, LYD18, LYD19	Lydney: 61 High Street (3 of 3)	Urban Centre	363160	203088	NO_2	Lydney AQMA	0.1	2.1	No	2.5
LYD20	Lydney: 2 Cross Hands, Highfield Road	Roadside	364301	203968	NO_2	No	2.5	1.5	No	2.8
MIT03	Mitcheldean: 5 Hawker Hill	Kerbside	366475	218403	NO_2	No	1.7	0.5	No	2.9
MIIT05	Mitcheldean: Old Cottage, Gloucester Road	Kerbside	366585	218346	NO_2	No	0.1	1.5	No	2.2
NAI01	Nailbridge: Crossroads, A4136	Roadside	364566	216246	NO_2	No	0.3	3.3	No	2.9
NEW03	Newent: 12 High Street	Roadside	372117	226049	NO_2	No	0.6	1.6	No	2.7
NEW06	Newent: Picklenash Junior School, Ross Road	Roadside	371675	226149	NO_2	No	3.0	1.5	No	2.7
NOS02	Newnham-on-Severn: Galen House, High Street	Roadside	369038	211590	NO_2	No	2.9	1.9	No	2.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co located with a Continuous Analyser?	Tube Height (m)
STM01	1 Steam Mills near junction with Greengables	Roadside	364837	215686	NO_2	No	0.2	2.3	No	2.5
TUT02	Tutshill: Beachley Road (Junc. with Hendrick Drive)	Roadside	354269	193951	NO_2	No	13.0	3.0	No	2.7

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CIN03	365290	214733	Kerbside	100.0	100.0	19.2	18.2	18.8	17.5	18.7
CIN06	365659	214171	Urban Centre	100.0	100.0	27.5	26.1	24.6	24.6	24.6
CIN07	365920	213743	Roadside	100.0	100.0	-	-	16.3	15.5	14.3
COL03	357741	210598	Roadside	100.0	100.0	19.4	18.6	16.6	16.8	16.7
COL04	357609	210774	Roadside	90.4	90.4	-	22.2	20.9	20.3	20.1
COL05	357559	210740	Urban Centre	100.0	100.0	-	15.4	13.2	12.5	13.6
DRY01	364516	217193	Kerbside	100.0	100.0	-	-	-	-	9.9
LYD01	363147	203074	Roadside	100.0	100.0	31.5	28.5	28.8	27.3	25.3
LYD02	363527	203261	Urban Centre	100.0	100.0	15.4	14.8	14.2	12.2	14.1
LYD04	362954	202898	Urban Centre	100.0	100.0	29.1	27.1	25.3	24.8	24.4
LYD05	363439	203207	Urban Centre	100.0	100.0	28.7	26.0	25.9	24.1	24.9
LYD06	363185	203111	Urban Centre	100.0	100.0	31.1	26.3	26.7	25.2	25.3
LYD08	363109	203213	Urban Background	100.0	100.0	31.2	28.4	25.9	25.6	25.5
LYD09	363042	203322	Urban Background	100.0	100.0	28.9	27.1	25.2	24.8	23.7
LYD10	363408	203226	Roadside	100.0	100.0	20.3	19.4	18.2	17.1	17.9
LYD12	363607	203320	Urban Centre	100.0	100.0	22.2	19.8	19.4	17.8	19.2
LYD15	364042	204125	Suburban	100.0	100.0	7.1	7.0	6.2	6.0	6.3
LYD16	363142	203069	Urban Centre	100.0	100.0	30.0	27.4	27.7	25.4	25.2
LYD17, LYD18, LYD19	363160	203088	Urban Centre	100.0	100.0	28.2	25.3	25.2	23.3	23.2
LYD20	364301	203968	Roadside	100.0	100.0	22.1	21.4	20.5	21.2	19.9

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 2025 (%) (2)	2021	2022	2023	2024	2025
MIT03	366475	218403	Kerbside	100.0	100.0	-	-	22.3	21.3	21.3
MIIT05	366585	218346	Kerbside	100.0	100.0	-	-	-	-	15.9
NAI01	364566	216246	Roadside	100.0	100.0	23.2	27.1	25.5	24.2	24.8
NEW03	372117	226049	Roadside	100.0	100.0	23.1	20.9	19.8	19.2	19.6
NEW06	371675	226149	Roadside	100.0	100.0	-	18.1	18.2	16.1	17.9
NOS02	369038	211590	Roadside	100.0	100.0	21.0	21.9	20.7	19.1	20.8
STM01	364837	215686	Roadside	100.0	100.0	-	-	-	17.6	19.0
TUT02	354269	193951	Roadside	100.0	100.0	11.2	11.4	10.2	9.0	9.4

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

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

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

Notes:

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

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

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

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

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

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

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

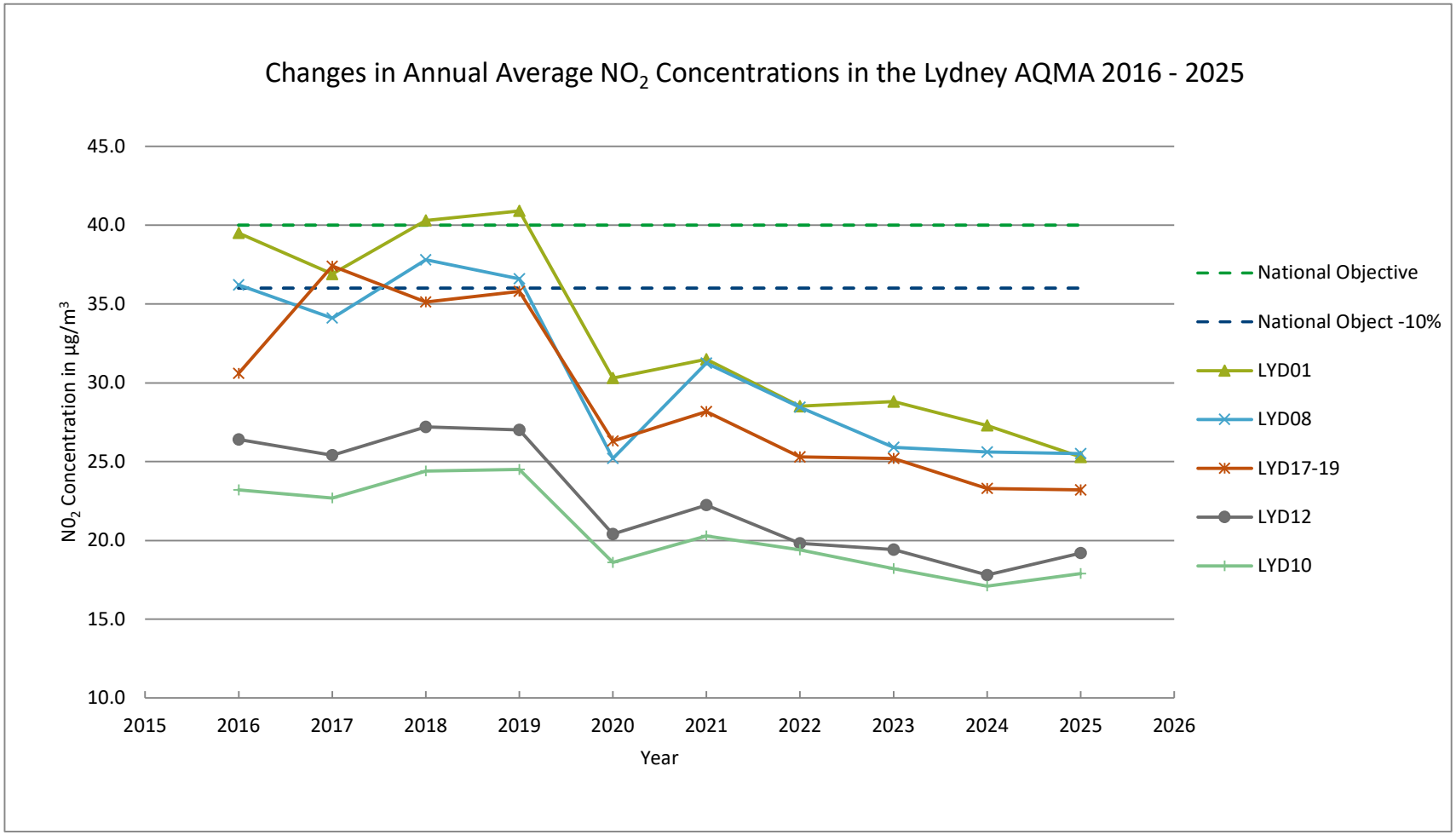


Figure A.1 - Changes in Annual Average NO_2 Concentrations in the Lydney AQMA

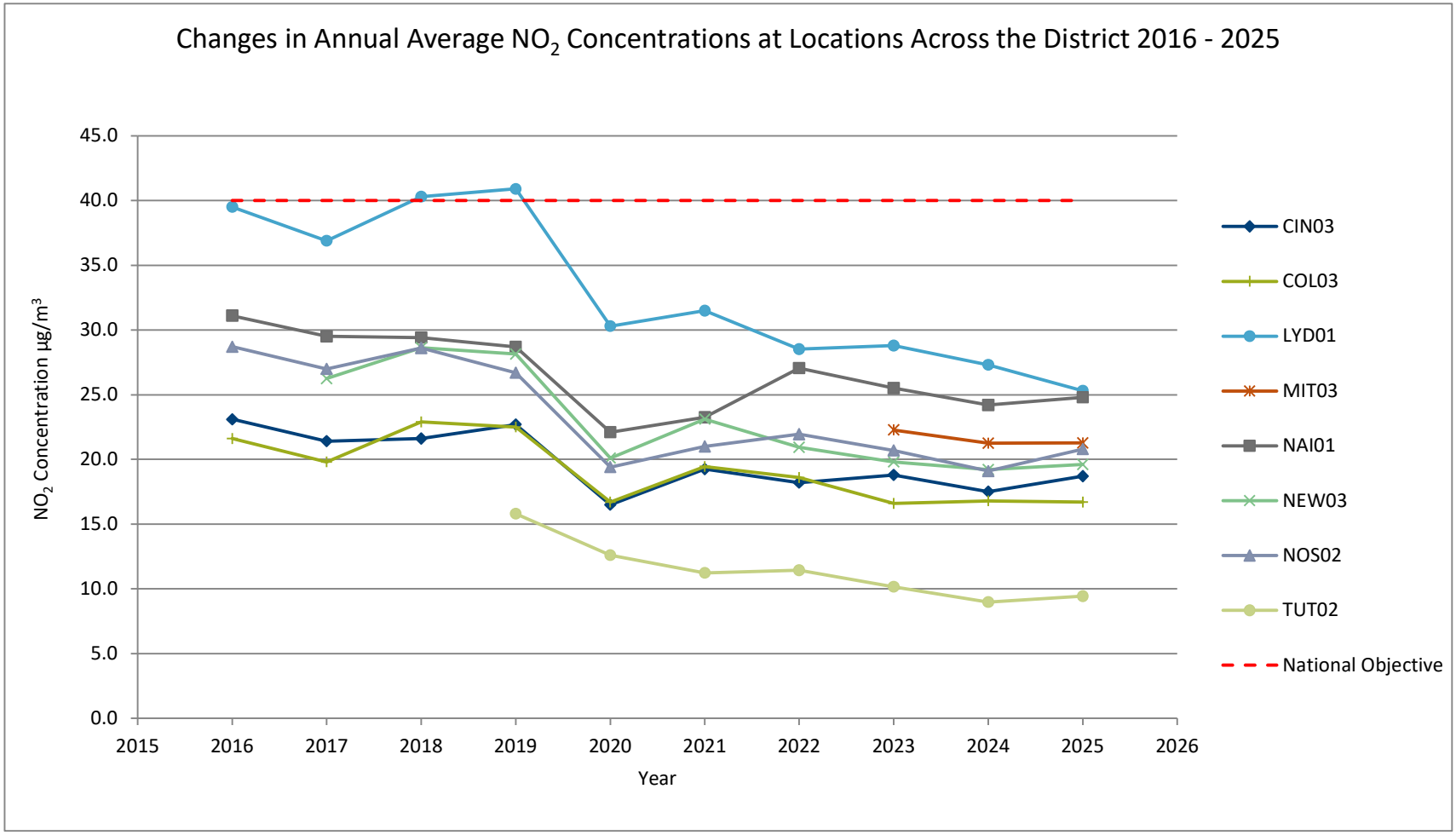


Figure A.2 – Trends in Annual Mean NO_2 Concentrations

Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results (µg/m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
CIN03	365290	214733	27.3	29.4	24.5	25.3	20.0	15.8	14.7	17.4	17.8	20.3	19.0	21.0	21.0	18.7		
CIN06	365659	214171	33.9	36.1	33.4	32.7	28.1	22.3	19.2	25.5	25.7	24.9	27.3	22.5	27.6	24.6		
CIN07	365920	213743	20.2	19.8	11.4	17.1	15.8	14.4	13.2	13.6	16.2	17.1	18.3	16.3	16.1	14.3		
COL03	357741	210598	20.0	22.5	22.2	20.0	17.6	15.5	15.9	16.0	17.5	19.1	19.8	18.9	18.7	16.7		
COL04	357609	210774	26.2	23.9	26.7	25.3	21.9	18.0	19.1	21.4	15.8	missing	27.8	22.7	22.6	20.1		
COL05	357559	210740	23.6	21.0	19.6	17.1	11.5	10.5	8.4	13.1	13.0	15.1	18.0	12.2	15.2	13.6		
DRY01	364516	217193	15.1	15.5	15.4	11.8	9.8	8.2	8.0	8.6	9.5	9.4	11.8	10.0	11.1	9.9		
LYD01	363147	203074	33.1	30.3	30.0	29.3	25.7	24.5	26.6	28.2	28.0	29.8	29.0	26.4	28.4	25.3		
LYD02	363527	203261	21.1	20.3	16.8	13.8	13.8	17.3	11.9	12.8	13.1	14.2	17.9	17.2	15.9	14.1		
LYD04	362954	202898	36.8	31.1	31.2	29.2	23.5	20.7	21.7	23.7	24.2	28.9	33.1	25.3	27.4	24.4		
LYD05	363439	203207	27.5	33.2	29.4	28.3	24.3	30.1	26.0	26.2	26.1	27.8	29.4	27.4	28.0	24.9		
LYD06	363185	203111	33.2	32.4	32.4	30.2	27.3	24.8	23.3	26.9	25.6	28.0	33.1	24.2	28.5	25.3		
LYD08	363109	203213	34.7	31.2	30.0	28.6	26.5	28.9	24.8	30.0	26.7	29.3	31.1	22.4	28.7	25.5		
LYD09	363042	203322	35.5	32.2	28.9	24.7	22.6	26.2	23.1	25.6	25.0	29.3	23.3	23.4	26.7	23.7		
LYD10	363408	203226	28.7	21.0	22.2	22.1	17.6	15.8	15.4	17.2	17.4	19.6	22.9	21.9	20.1	17.9		
LYD12	363607	203320	22.5	27.0	25.2	22.7	23.3	17.4	16.9	18.1	17.4	22.3	25.1	20.8	21.6	19.2		
LYD15	364042	204125	12.1	9.5	7.6	7.0	4.2	4.9	3.8	5.7	6.3	6.8	9.6	7.7	7.1	6.3		
LYD16	363142	203069	33.2	29.2	30.7	27.5	26.7	26.5	25.5	25.9	24.8	29.9	31.7	27.8	28.3	25.2		
LYD17	363160	203088	32.4	30.3	25.4	28.4	23.6	29.7	23.2	28.2	21.0	23.0	29.7	26.6	-	-		Triplicate Site with LYD17, LYD18 and LYD19 - Annual data provided for LYD19 only
LYD18	363160	203088	32.9	28.8	26.5	23.0	20.2	29.2	22.4	25.0	24.5	25.1	30.2	28.9	-	-		Triplicate Site with LYD17, LYD18 and LYD19 - Annual data provided for LYD19 only
LYD19	363160	203088	28.3	29.8	26.4	25.2	22.5	28.1	21.5	24.7	missing	23.1	27.3	20.5	26.1	23.2		Triplicate Site with LYD17, LYD18 and LYD19 - Annual data provided for LYD19 only
LYD20	364301	203968	29.5	23.4	21.1	20.3	20.6	23.3	21.9	20.5	21.1	24.2	24.5	18.6	22.4	19.9		
MIT03	366475	218403	30.9	29.5	30.1	29.9	22.9	19.9	14.6	21.6	21.6	24.3	22.2	19.0	23.9	21.3		
MIIT05	366585	218346	22.1	24.9	22.1	20.3	17.1	12.9	11.6	16.3	16.3	19.3	18.5	13.4	17.9	15.9		
NAI01	364566	216246	35.5	32.4	35.4	33.4	29.7	21.3	23.2	27.0	23.1	26.2	28.5	19.4	27.9	24.8		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NEW03	372117	226049	27.5	24.1	29.3	26.3	21.2	16.7	16.5	20.0	20.2	22.6	19.8	20.1	22.0	19.6		
NEW06	371675	226149	25.9	26.0	22.9	22.6	18.5	16.0	13.5	20.7	16.9	20.4	19.7	18.0	20.1	17.9		
NOS02	369038	211590	29.4	30.8	27.0	25.6	20.1	19.7	15.1	21.5	22.0	22.0	25.0	21.7	23.3	20.8		
STM01	364837	215686	26.7	26.2	26.0	24.6	26.0	13.9	14.6	16.8	17.1	21.1	21.4	21.4	21.3	19.0		
TUT02	354269	193951	18.5	14.5	13.4	10.0	6.9	6.8	5.8	7.3	8.2	10.8	14.7	10.3	10.6	9.4		

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1.**

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

☒ **National bias adjustment factor used.**

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

☒ **Forest of Dean District Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

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

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Forest of Dean District During 2025

FoDDC has not identified any new sources relating to air quality within the reporting year of 2025. However, following changes to the Government's most recent housing and economic needs assessment, the number of houses the Council are expected to deliver in the next five years has almost doubled. As discussed in Section 2.2, the Local Plan is currently under review and will take into account the increase housing demand on the district. As well as expanding on existing settlements, there are proposals to build a new garden village to the northeast of Redmarley D'Abitot near the northern boundary of FoDDC (Glynchbrook Garden Village - 3,500 homes), and a large settlement to the southeast of Churcham (2,000 homes). As discussed in Section 2.2, all planning applications for large developments will continue to be reviewed to ensure they do not significantly impact air quality in the surrounding areas.

Additional Air Quality Works Undertaken by Forest of Dean District Council During 2025

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

QA/QC of Diffusion Tube Monitoring

FoDDC diffusion tubes are analysed by Gradko International, using 20% TEA / Water preparation method.

Gradko International laboratories participate in the AIR NO_2 Proficiency Scheme, which assesses the analytical performance of laboratories analysing NO_2 diffusion tubes. In 2025, four rounds of proficiency testing were carried out, round 68 between January and February, round 69 between April and June, round 71 between July and September and round 72 between October and December. Gradko scored 50% in round 68, 75% in round 69 and 100% in rounds 71 and 72. Although, the laboratory has not performed as well as in previous years, the results of the analysis are generally in keeping with previous results, and consequently we are confident the analytical results accurately reflect NO_2

concentrations in the district. The full results from 2015 onwards can be found at https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/.

DEFRA recommend the dates when the diffusion tubes are exchanged, and local authorities are expected to adhere to these dates +/- 2 days wherever possible. During the reporting period of 2025, all tubes were exchanged within +/- 2 days of the recommended dates.

Diffusion Tube Annualisation

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

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

FoDDC do not have a reference analyser within the district, and therefore colocation studies cannot be conducted. Consequently, FoDDC have applied a national bias adjustment factor of 0.89 to the 2025 monitoring data. A summary of bias adjustment factors used by FoDDC over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.89
2024	National	04/25	0.84
2023	National	03/24	0.81
2022	National	03/23	0.83
2021	National	03/22	0.84

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

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/26

Follow the steps below **in the correct order** to show the results of **relevant** co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of June 2026
LAQM Helpdesk Website

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List. If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List. If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List. If a year is not shown, we have no data[2].

Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[2] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	20% TEA in Water	2025	R	Monmouthshire County Council	12	26	22	13.8%	G	**0.88**
Gradko	20% TEA in water	2025	R	Gateshead Council	12	20	19	4.5%	G	**0.96**
Gradko	20% TEA in water	2025	R	Gateshead Council	12	20	18	9.3%	G	**0.92**
Gradko	20% TEA in water	2025	R	Gateshead Council	12	22	19	13.1%	G	**0.88**
Gradko	20% TEA in water	2025	R	Gateshead Council	11	22	19	18.8%	G	**0.84**
Gradko	20% TEA in water	2025	R	Gateshead Council	11	27	24	9.8%	G	**0.91**
Gradko	20% TEA in water	2025	R	Gedling Borough Council	12	27	24	11.3%	G	**0.90**
Gradko	20% TEA in water	2025	R	City Of Lincoln Council	12	29	20	42.3%	G	**0.70**
Gradko	20% TEA in water	2025	KS	Marylebone Road Intercomparison	12	37	31	17.4%	G	**0.85**
Gradko	20% TEA in water	2025	UB	Dudley Mbc	12	18	15	24.1%	G	**0.81**
Gradko	20% TEA in water	2025	R	Dudley Mbc	12	35	34	4.5%	G	**0.96**
Gradko	20% TEA in water	2025	R	Belfast City Council	10	22	22	0.6%	G	**0.99**
Gradko	20% TEA in water	2025	R	The Highland Council	11	15	12	22.9%	G	**0.81**
Gradko	20% TEA in water	2025	R	Eastleigh Borough Council	12	29	25	17.1%	G	**0.85**
Gradko	20% TEA in water	2025	UB	Eastleigh Borough Council	12	19	18	1.1%	G	**0.99**
Gradko	20% TEA in water	2025	R	Eastleigh Borough Council	12	20	19	8.5%	G	**0.92**
Gradko	20% TEA in water	2025	R	Cheshire West And Chester	12	28	28	-0.5%	G	**1.00**
Gradko	20% TEA in water	2025	R	Cheshire West And Chester	12	27	25	8.4%	G	**0.92**
Gradko	20% TEA in water	2025	R	Liverpool City Council	11	32	26	24.0%	G	**0.81**
Gradko	20% TEA in water	2025	KS	Liverpool City Council	10	46	40	15.9%	G	**0.86**
Gradko	20% TEA in water	2025	R	Nottingham City Council	10	25	24	3.3%	G	**0.97**
Gradko	20% TEA in water	2025	R	Belfast City Council	12	40	34	17.2%	G	**0.85**
Gradko	20% TEA in water	2025	R	Belfast City Council	12	33	31	6.5%	G	**0.94**
Gradko	20% TEA in water	2025	R	Wychavon District Council	12	27	26	5.5%	G	**0.95**
Gradko	20% TEA in water	2025	R	Worcestershire	12	12	13	-6.6%	G	**1.07**
Gradko	20% TEA in water	2025	KS	Brighton & Hove City Council	10	37	29	28.0%	G	**0.78**
Gradko	20% TEA in water	2025		**Overall Factor[3] (28 studies)**				**Use**		**0.89**

NO_2 Fall-off with Distance from the Road

No diffusion tube NO_2 monitoring locations within Forest of Dean District required distance correction during 2025.

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

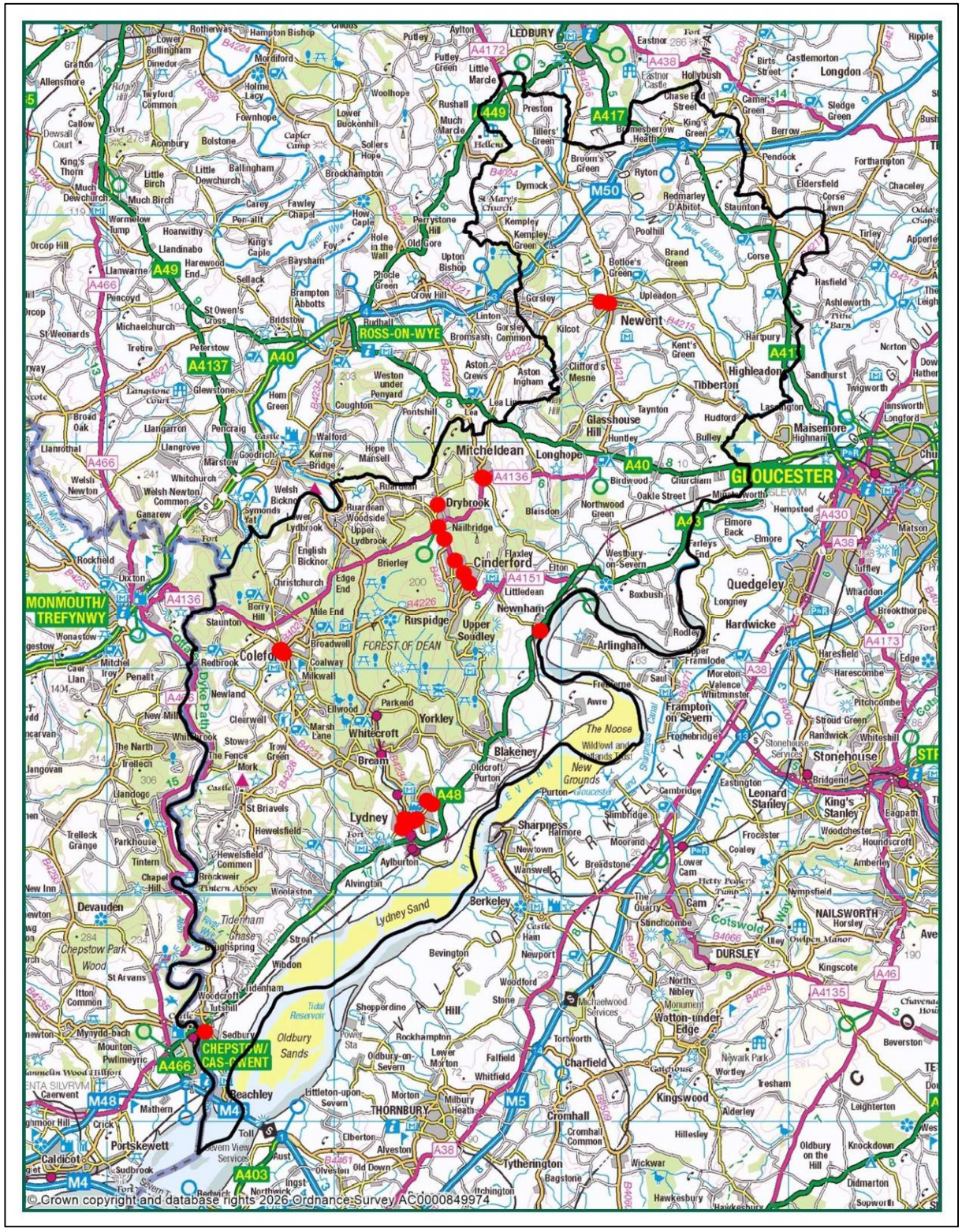
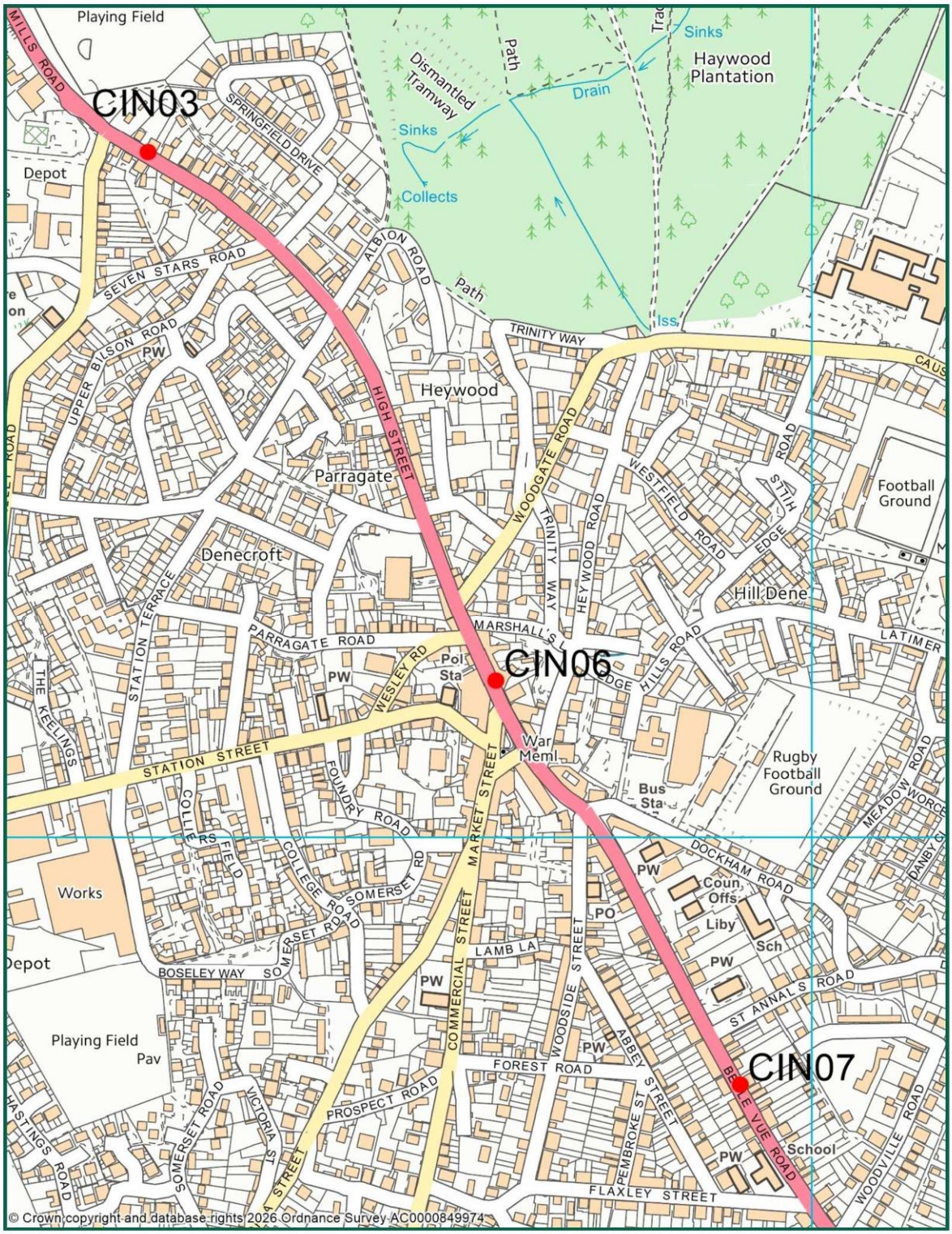


Figure D.1 - Distribution of monitoring locations across the district


CIN03
CIN06
CIN07
Playing Field
MILLS ROAD
SPRINGFIELD DRIVE
Depot
Dismantled Tramway
Path
Sinks
Drain
Haywood Plantation
Collects
ALBION ROAD
SEVEN STARS ROAD
UPPER BILSON ROAD
PW
TRINITY WAY
Heywood
HIGH STREET
Parragate
WOODGATE ROAD
TRINITY WAY
HEY WOOD ROAD
WESTFIELD ROAD
Football Ground
Denecroft
STATION TERRACE
PARRAGATE ROAD
Pol Sta
WESLEY RD
Hill Dene
HILLS ROAD
LATIMER
THE KEELINGS
STATION STREET
War Meml
MARKET STREET
Bus Sta
Rugby Football Ground
MEADOW ROAD
FOUNDRY ROAD
COLLEGE FIELD
COLLEGE ROAD
SOMERSET RD
Works
DOCKHAM ROAD
Coun. Offs
Liby
Sch
PO
LAMB LA
BOSELEY WAY
COMMERCIAL STREET
WOODSIDE STREET
ST ANNAL'S ROAD
Playing Field
Pav
FOREST ROAD
ABBEY STREET
BELLE VUE ROAD
School
PROSPECT ROAD
VICTORIA ST
HASTINGS ROAD
PEMBROKE ST
FLAXLEY STREET
WOODVILLE ROAD
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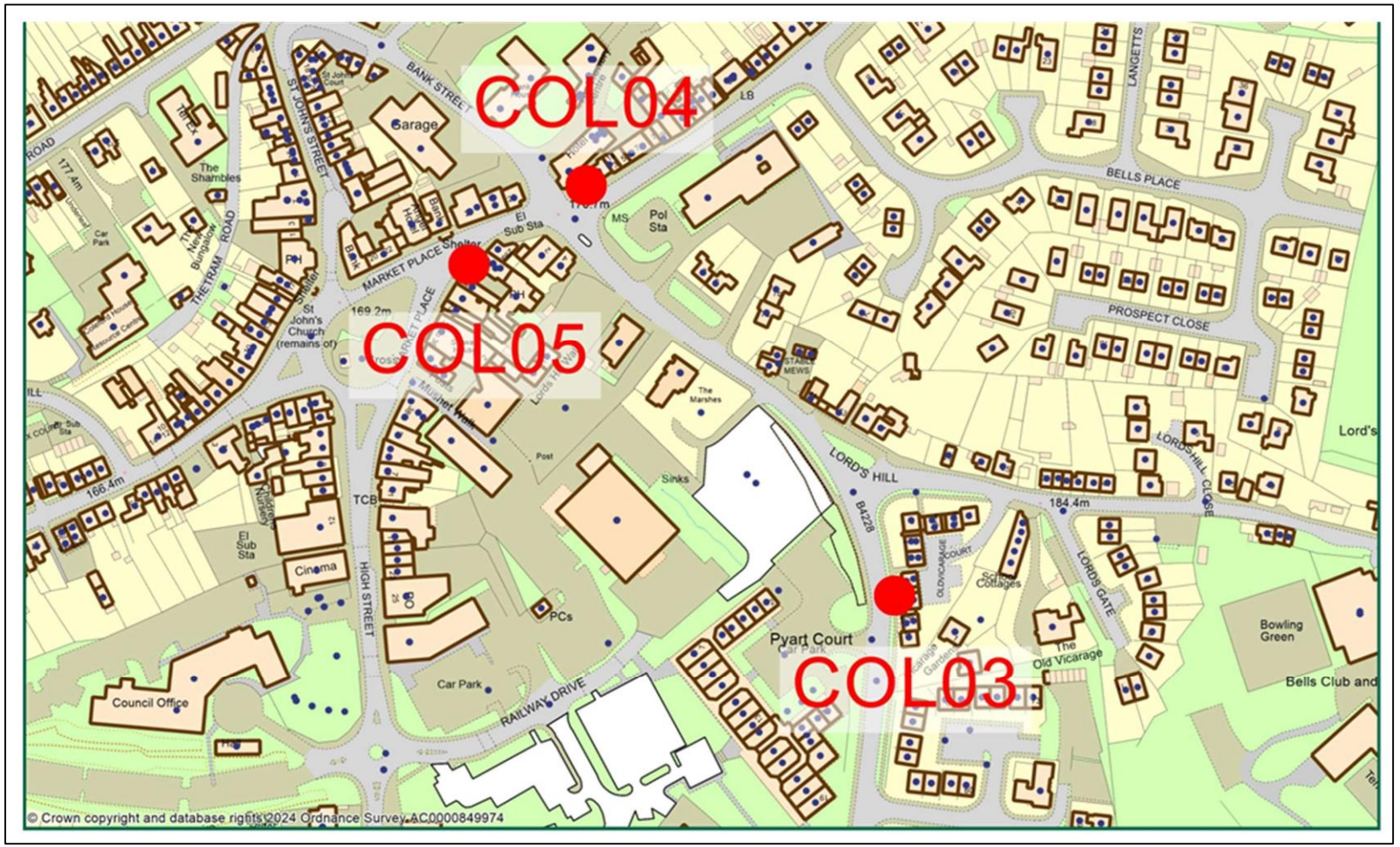


Figure D.3 - Map of Non-Automatic Sites COL03, COL04 & COL05

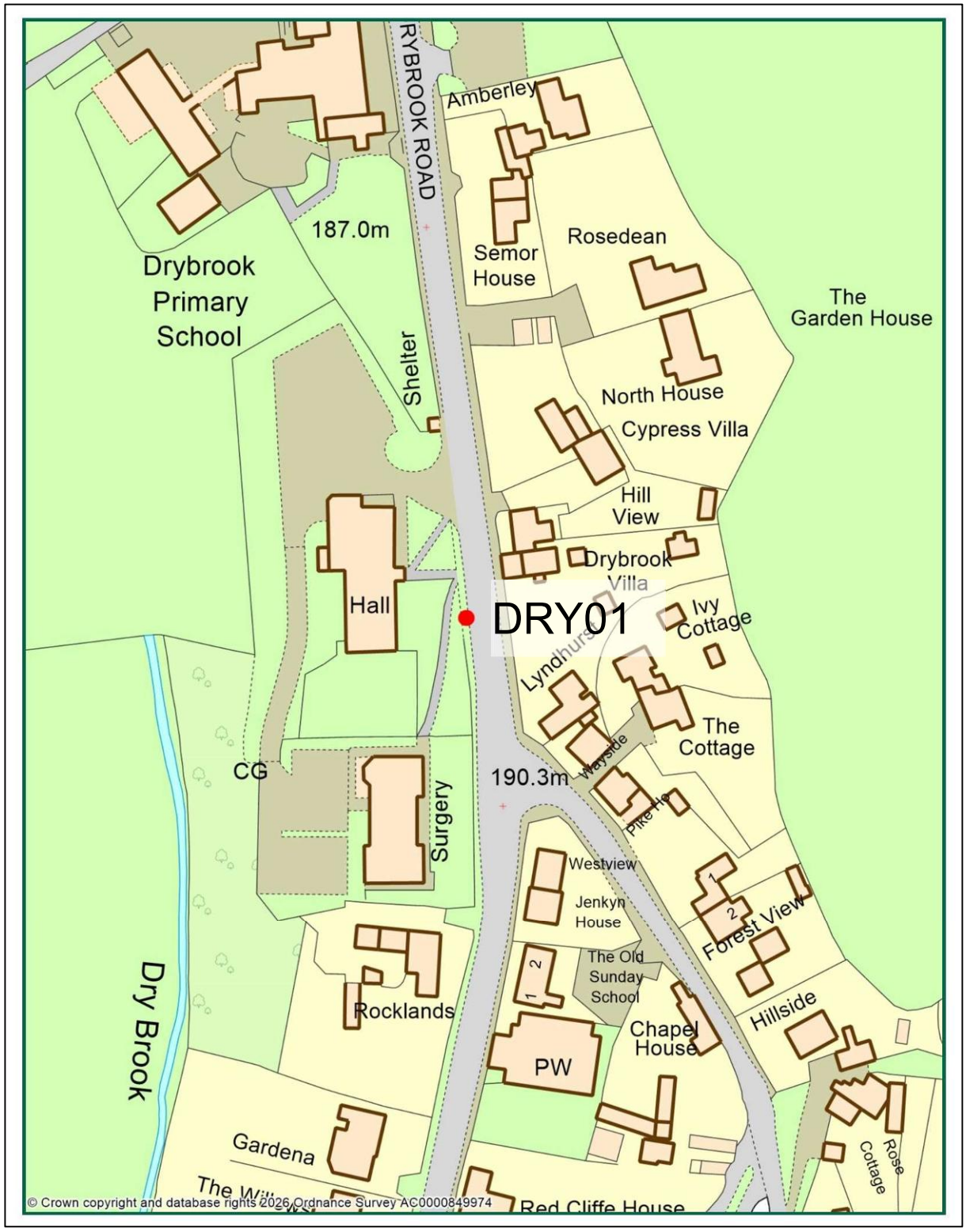
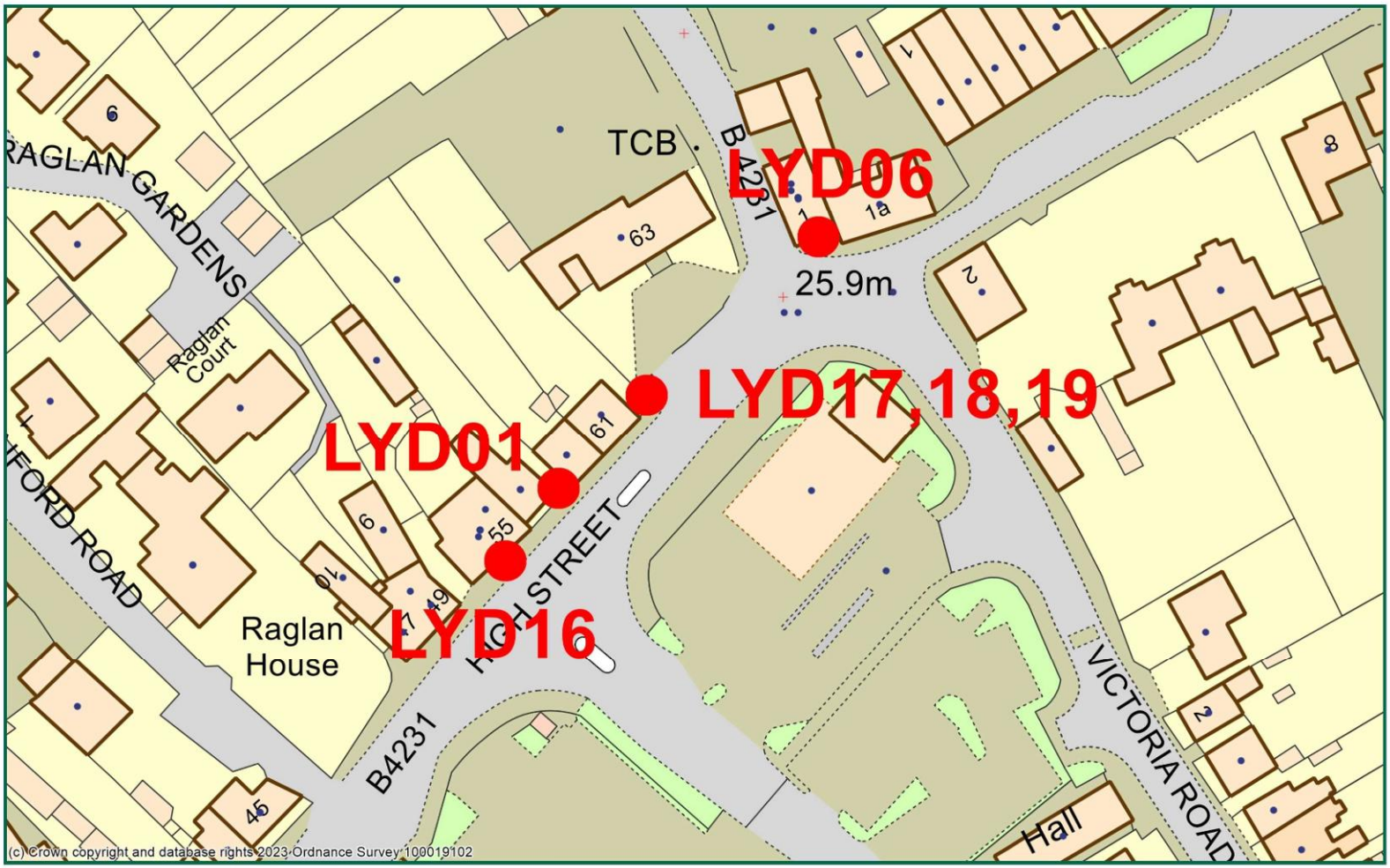
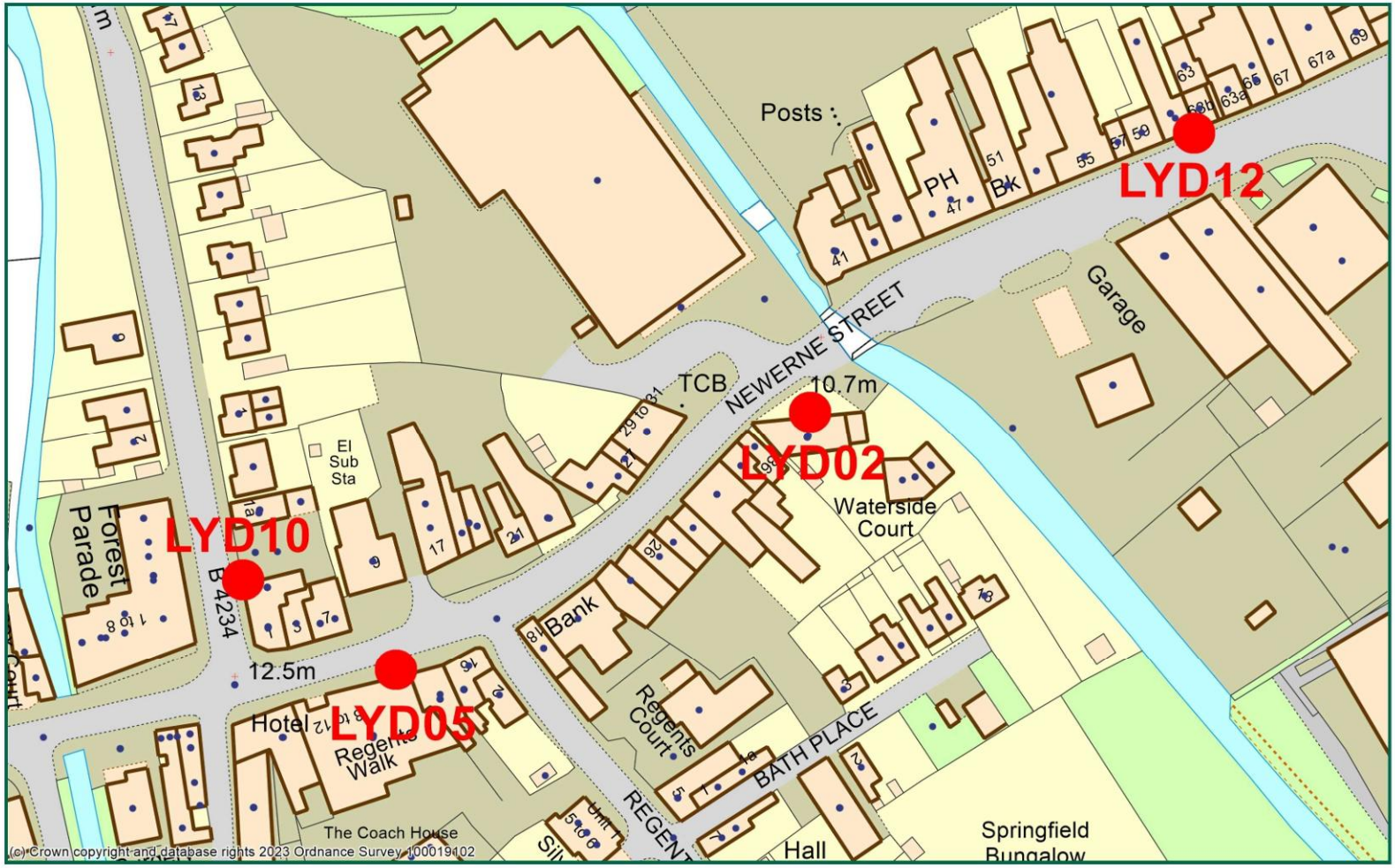


Figure D.4 - Map of Non-Automatic Sites DRY01


LYD06
LYD17,18,19
LYD01
LYD16
TCB
25.9m
B4231
RAGLAN GARDENS
Raglan Court
Raglan House
HIGH STREET
VICTORIA ROAD
Hall
B4231
(c) Crown copyright and database rights 2023 Ordnance Survey 100019102


LYD12
LYD02
LYD10
LYD05
Posts :
PH
BK
Garage
NEWERNE STREET
TCB
10.7m
El Sub Sta
Waterside Court
Forest Parade
B 4234
12.5m
Bank
Hotel
Regents Walk
Regents Court
BATH PLACE
REGENT
The Coach House
Hall
Springfield Bungalow
(c) Crown copyright and database rights 2023 Ordnance Survey 100019102

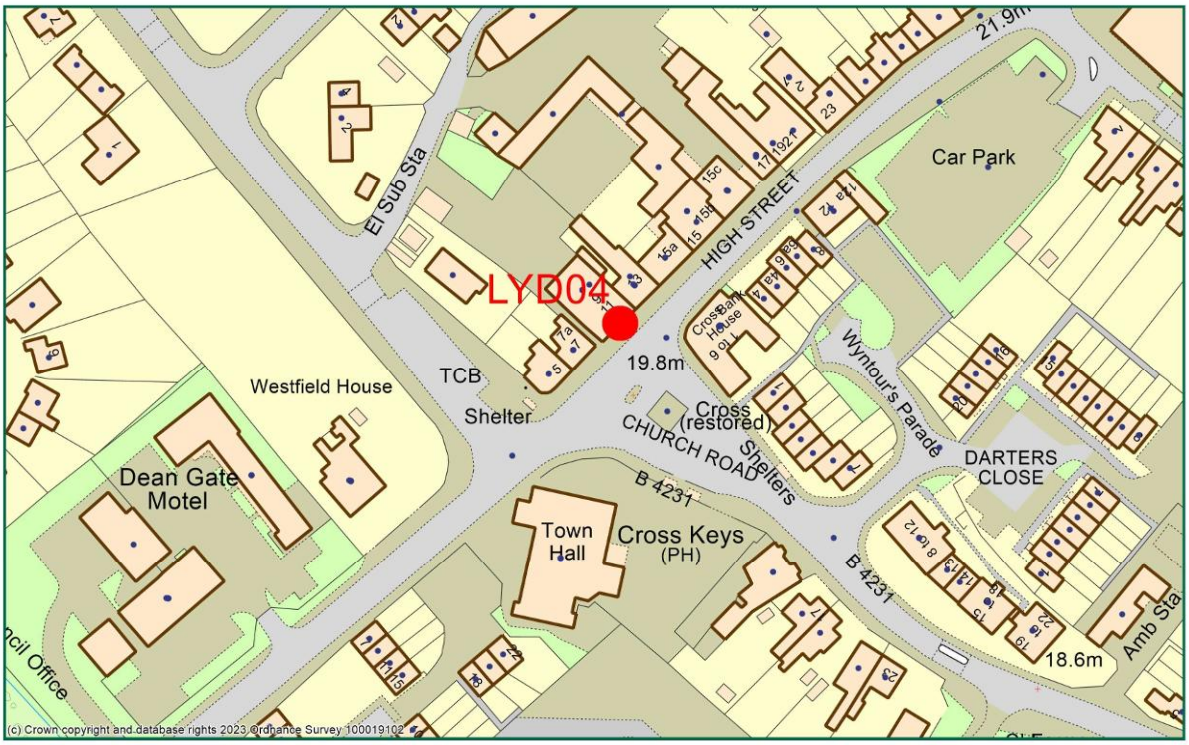


Figure D.7 - Map of Non-Automatic Monitoring Site LYD04

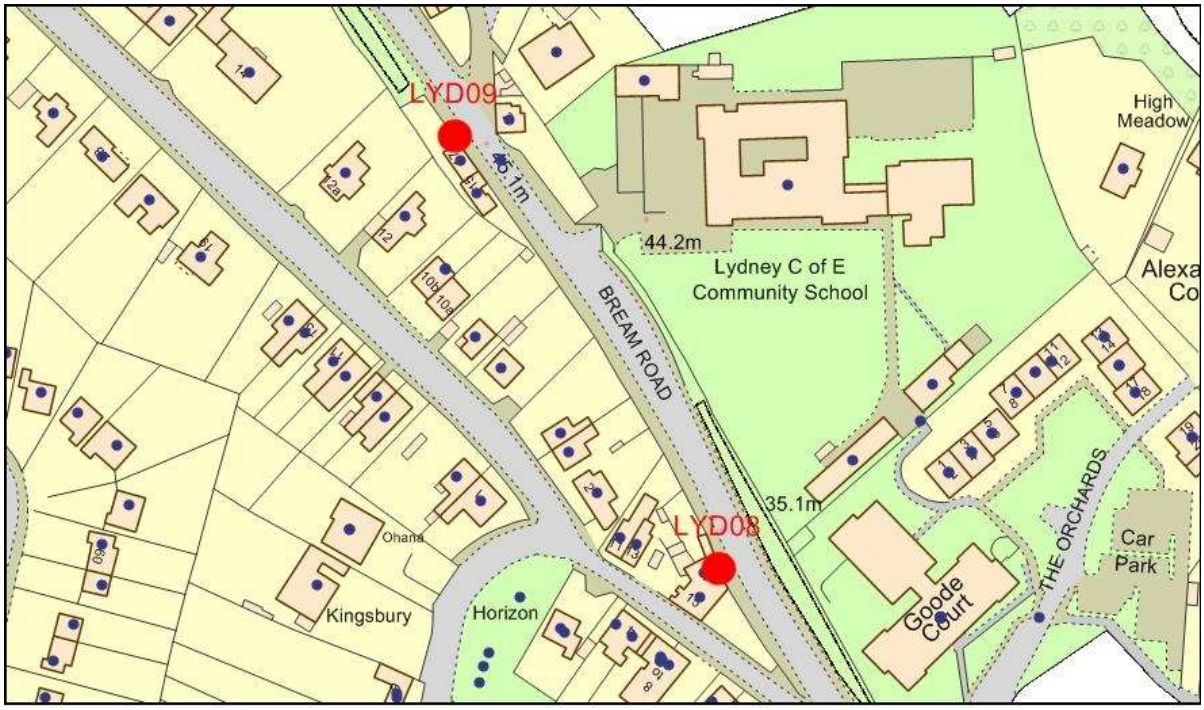


Figure D.9 - Map of Non-Automatic Monitoring Sites LYD15 & LYD20

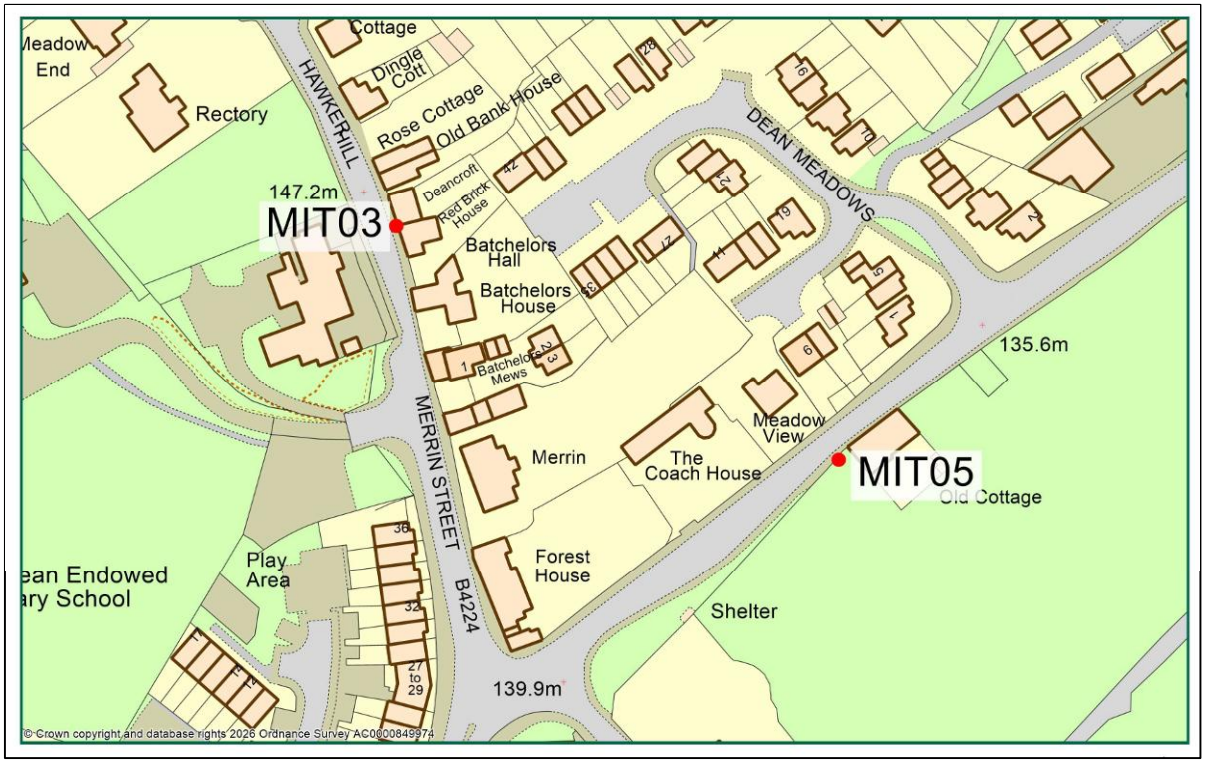


Figure D.10- Map of Non-Automatic Monitoring Sites MIT03 & MIT05

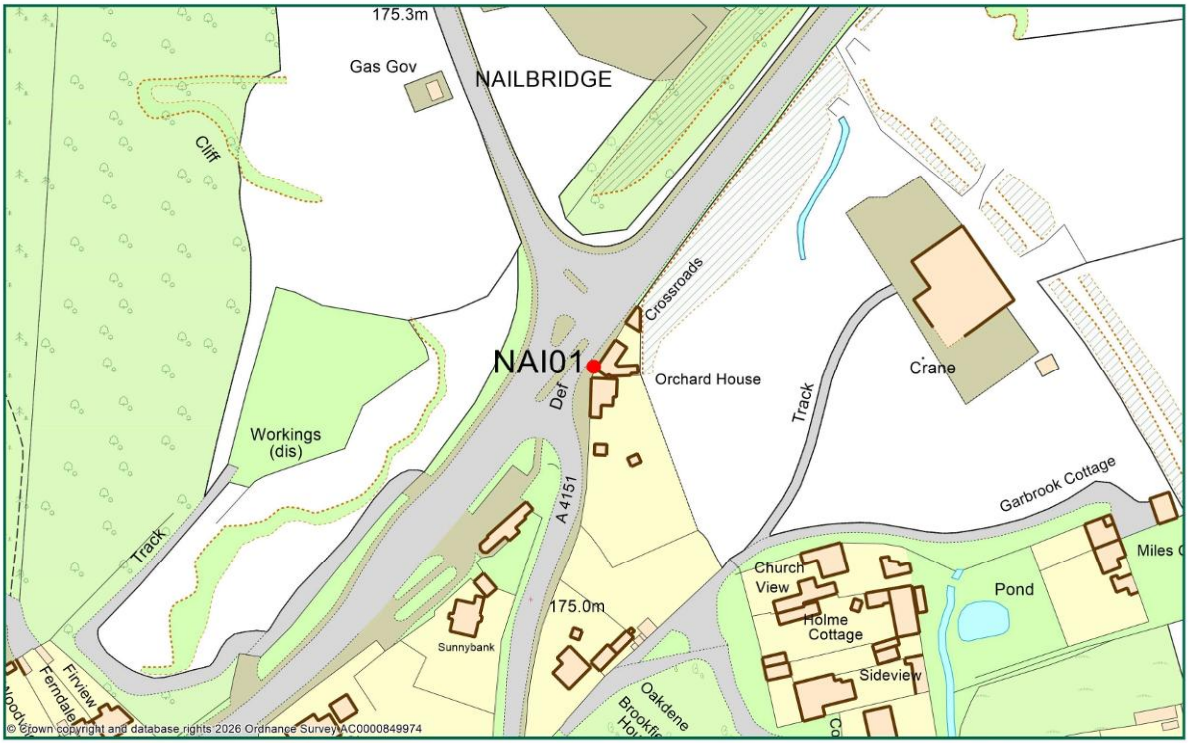
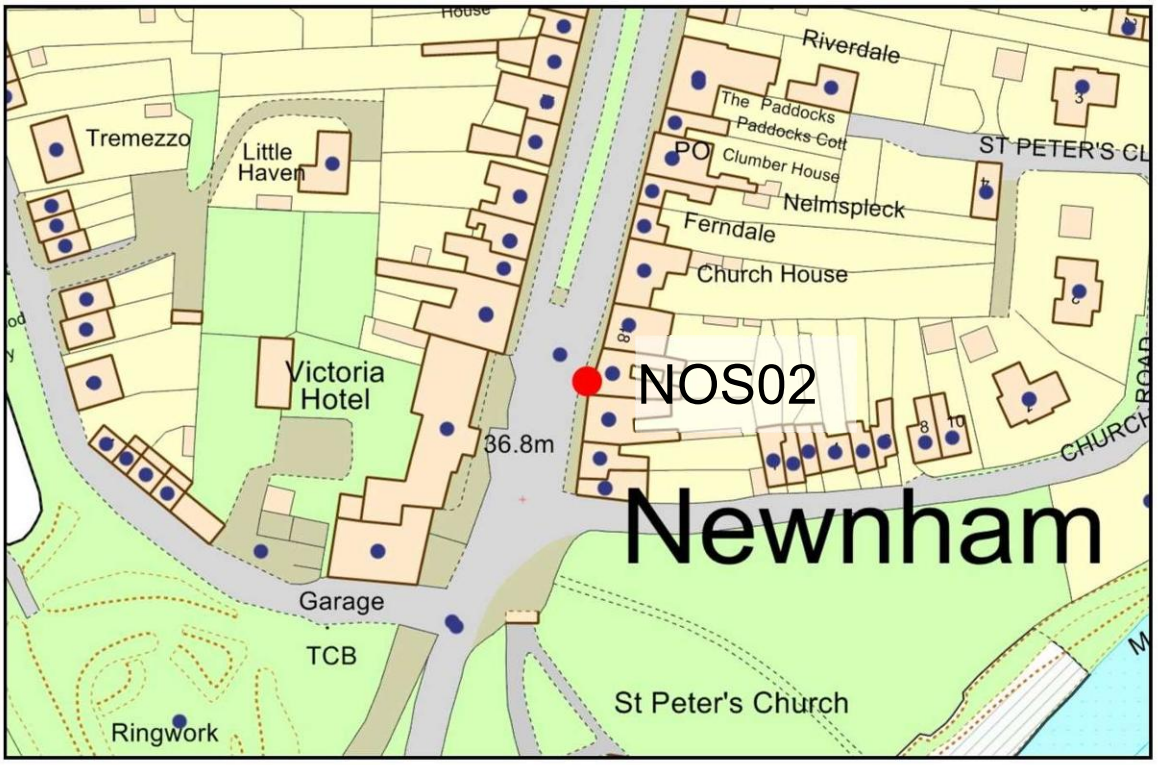


Figure D.11 - Map of Non-Automatic Monitoring Site NAI01

Figure D.12 - Map of Non-Automatic Monitoring Site NEW03 & NEW06



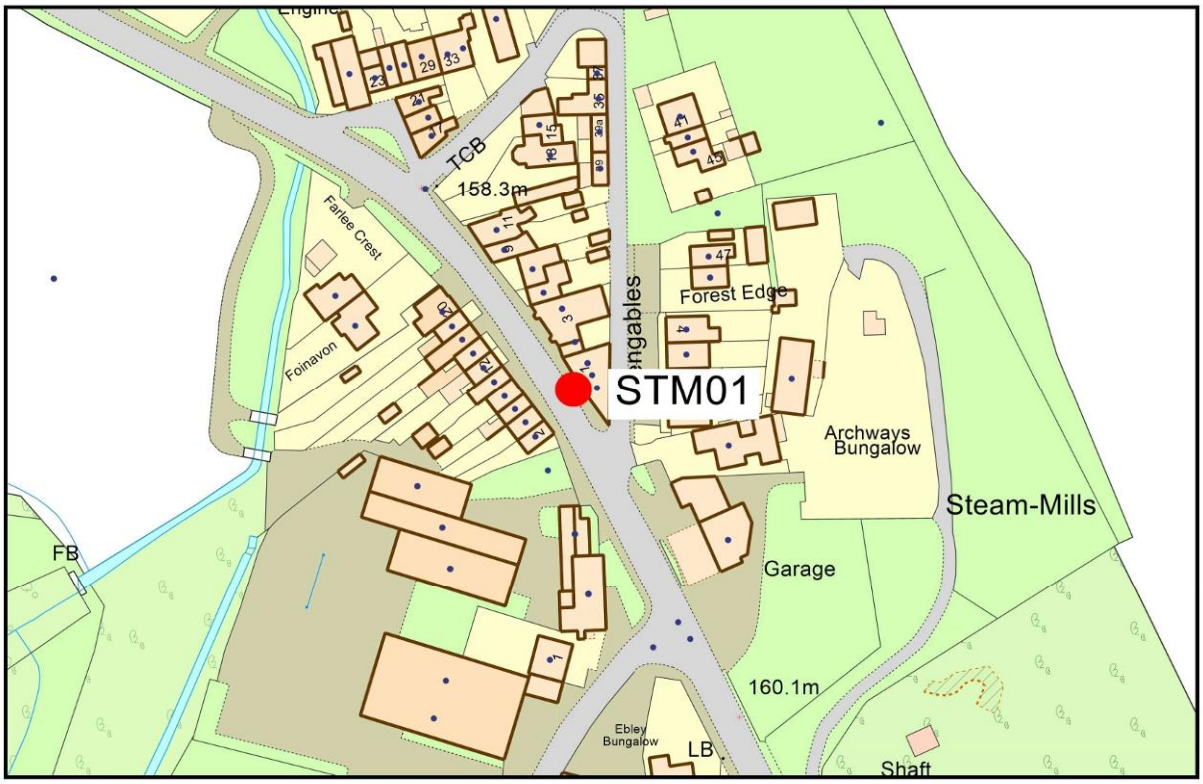
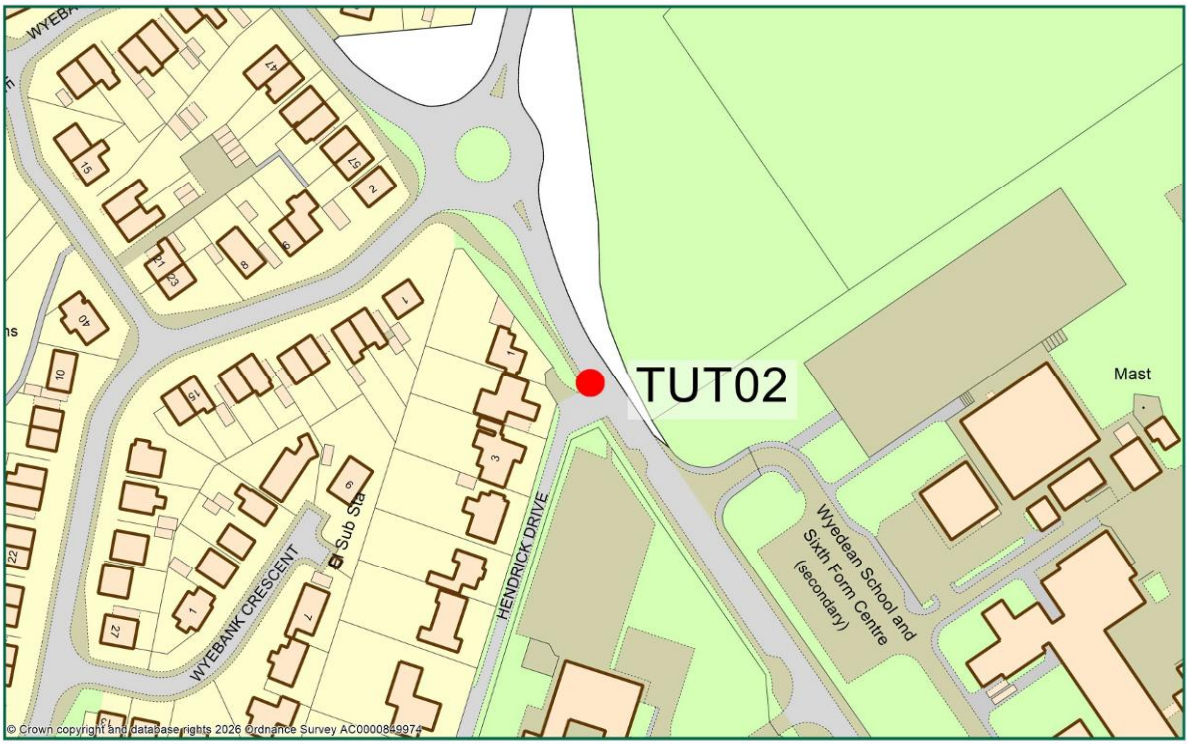


Figure D.13 - Map of Non-Automatic Monitoring Site STM01


TUT02
Mast
WYEBANK CRESCENT
HENDRICK DRIVE
Sub Sta
Wyedean School and Sixth Form Centre (secondary)
© Crown copyright and database rights 2026 Ordnance Survey AC0000849974

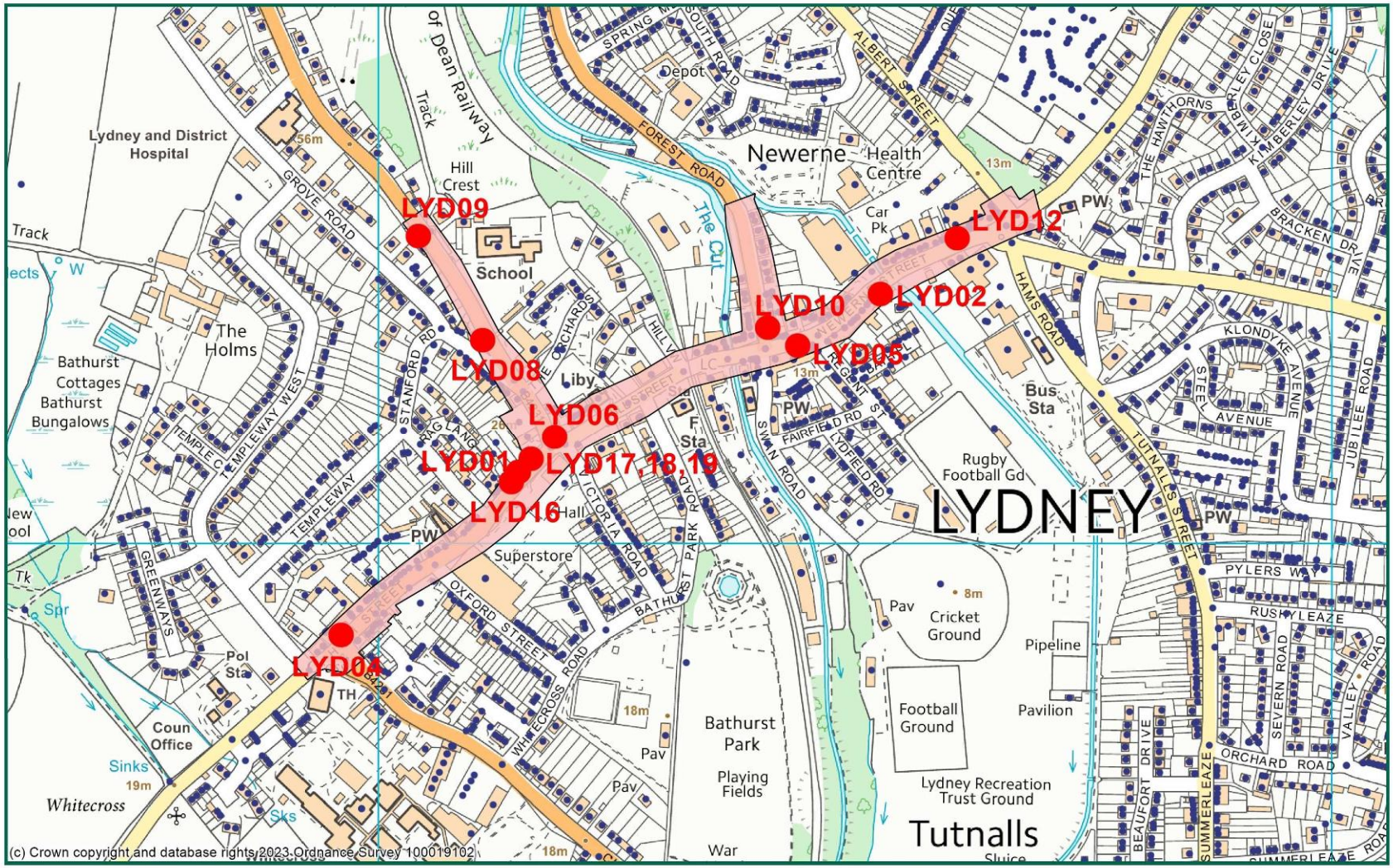


Figure D.16 - - Map of Lydney AQMA Showing Monitoring Locations

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[3]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

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

Appendix F: Revocation Order

Forest of Dean
DISTRICT COUNCIL

FOREST OF DEAN DISTRICT COUNCIL

AIR QUALITY MANAGEMENT AREA (LYDNEY) REVOCATION ORDER 2026

ENVIRONMENT ACT 1995 PART IV SECTION 83(2)(b)

ORDER REVOKING AN AIR QUALITY MANAGEMENT AREA

Made 19th January **2026, coming into force** 19th January **2026**

Forest of Dean District Council, in exercise of the powers conferred on it in Section 83(2)(b) of the Environment Act 1995, hereby makes the following Order:-

1. This Order shall be cited as the **Air Quality Management Area (Lydney) Revocation Order 2026**

2. This Order shall come into force on 19th January 2026

3. This Order shall revoke the Forest of Dean District Council **Air Quality Management Order** cited/referred to as the Forest of Dean District Council Air Quality Management Area (aqma01) which came into force on 1st July 2010 and which related to an air quality management area in Lydney (Lydney aqma01) for nitrogen dioxide as shown by the red area on the Plan in the attached **Schedule.**

4. This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of FOREST OF DEAN DISTRICT COUNCIL was hereunto affixed this 19th day of January ·2026 in the presence of:-

2702.

Helen Clarke

FODDC Monitoring Officer

SCHEDULE

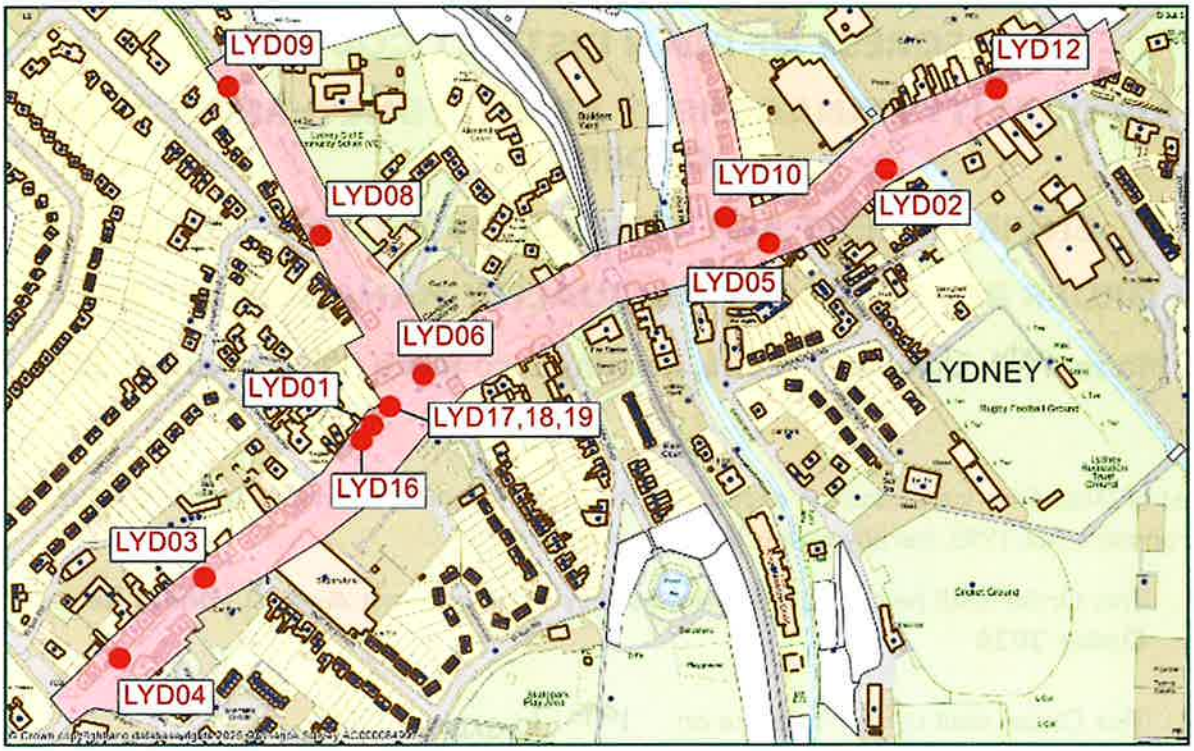


Figure 1 Lydney AQMA and NO_2 monitoring locations

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
FoDDC	Forest of Dean District Council
GCC	Gloucestershire County Council
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

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