

Date:

Thursday 22 October 2026 at 4.30pm

Venue:

Council Chamber, Dunedin House, Columbia Drive, Thornaby, Stockton-on-Tees
TS17 6BJ

Cllr Mrs Ann McCoy (Chair)

Cllr Katie Zagoria (Vice-Chair)

Cllr Robert Cook, Cllr John Coulson, Cllr Jason French, Cllr Ray Godwin,
Cllr Shakeel Hussain, Cllr Barbara Inman, Cllr Alan Watson

Agenda**1. Livestreaming**

This meeting will be filmed for live and / or subsequent broadcast on the Council's website. The whole of the meeting will be filmed, except where there are confidential or exempt items, and the footage will be on the website for 12 months. A copy of it will also be retained in accordance with the Council's data retention policy.

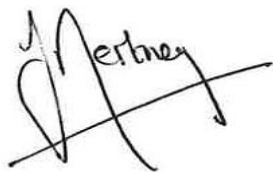
If you attend and make a representation to the meeting, you will be deemed to have consented to being filmed. When admitted to the Council Chamber you are also consenting to being filmed and to the possible use of those images and sound recordings for livestreaming and / or training purposes. If you do not wish to have your image captured, please contact Democratic Services prior to attending the meeting.

If there are any technical difficulties with the livestreaming, the meeting will still proceed.

2. Evacuation Procedure (Pages 7 - 10)**3. Apologies for Absence****4. Declarations of Interest****5. Minutes** (Pages 11 - 22)

To approve the minutes of the last meeting held on 1 October 2026.

- 6. Scrutiny Review of Alley Gates** (Pages 23 - 32)
- To consider information in relation to this scrutiny topic from Cleveland Police.
- 7. Monitoring the Impact of Previously Agreed Recommendations – Fly-Grazed Horses** (Pages 33 - 50)
- Progress report for the previously completed Fly-Grazed Horses review.
- 8. Air Quality – SBC Annual Status Report 2026** (Pages 51 - 176)
- 9. Chair's Update and Select Committee Work Programme 2026-2027** (Pages 177 - 188)



Jonathan Nertney
Head of Democratic Services
Wednesday 14 October 2026

Members of the Public - Rights to Attend Meeting

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting, including the opportunities available for any member of the public to speak at the meeting; or for details of access to the meeting for disabled people, please.

Contact: Senior Scrutiny Officer, Gary Woods on email gary.woods@stockton.gov.uk

Key – Declarable interests are :-

- Disclosable Pecuniary Interests (DPI's)
- Other Registerable Interests (ORI's)
- Non Registerable Interests (NRI's)

Members – Declaration of Interest Guidance

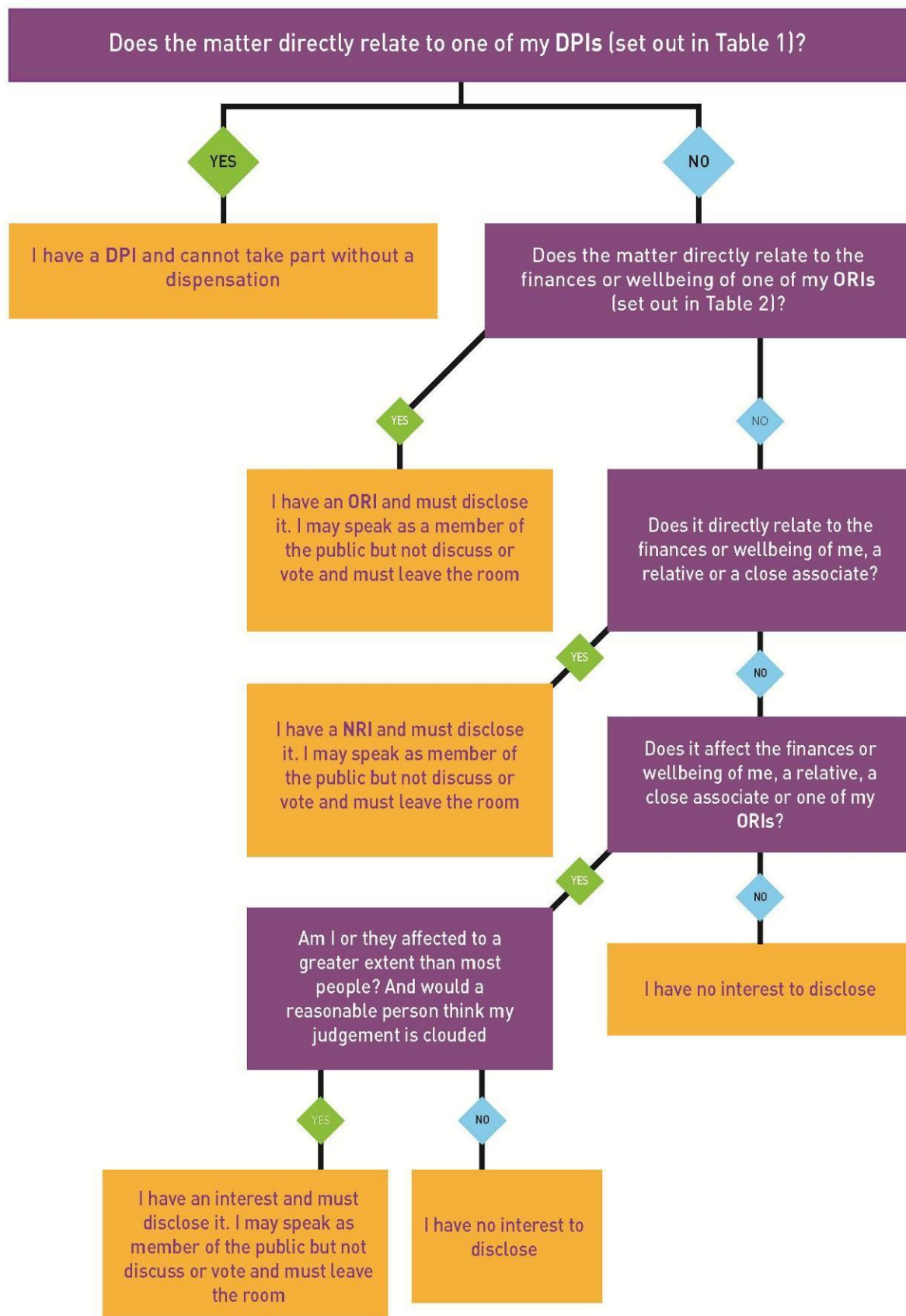


Table 1 - Disclosable Pecuniary Interests

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain
Sponsorship	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land and property	Any beneficial interest in land which is within the area of the council. 'Land' excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.
Corporate tenancies	Any tenancy where (to the councillor's knowledge)— (a) the landlord is the council; and (b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.
Securities	Any beneficial interest in securities* of a body where— (a) that body (to the councillor's knowledge) has a place of business or land in the area of the council; and (b) either— (i) the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners have a beneficial interest exceeds one hundredth of the total issued share capital of that class.

* 'director' includes a member of the committee of management of an industrial and provident society.

* 'securities' means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

Table 2 – Other Registrable Interest

You must register as an Other Registrable Interest:

a) any unpaid directorships

b) any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority

c) any body

(i) exercising functions of a public nature

(ii) directed to charitable purposes or

(iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management

Council Chamber, Dunedin House Evacuation Procedure & Housekeeping

Entry

Entry to the Council Chamber is via the Council Chamber entrance indicated on the map below.



In the event of an emergency alarm activation, everyone should immediately start to leave their workspace by the nearest available signed Exit route.

The emergency exits are located via the doors to the left of the raised seating area at the front of the Council Chamber and the rear of the Council Chamber.

Fires, explosions, and bomb threats are among the occurrences that may require the emergency evacuation of Dunedin House. Continuous sounding and flashing of the Fire Alarm is the signal to evacuate the building or upon instruction from a Fire Warden or a Manager.

The Emergency Evacuation Assembly Point is in the overflow car park located across the road from Dunedin House.

The allocated assembly point for the Council Chamber is: D2

Map of the Emergency Evacuation Assembly Point - the overflow car park:



All occupants must respond to the alarm signal by immediately initiating the evacuation procedure.

When the Alarm sounds:

1. **stop all activities immediately.** Even if you believe it is a false alarm or practice drill, you MUST follow procedures to evacuate the building fully.
2. **follow directional EXIT signs** to evacuate via the nearest safe exit in a calm and orderly manner.
 - do not stop to collect your belongings
 - close all doors as you leave
3. **steer clear of hazards.** If evacuation becomes difficult via a chosen route because of smoke, flames or a blockage, re-enter the Chamber (if safe to do so). Continue the evacuation via the nearest safe exit route.
4. **proceed to the Evacuation Assembly Point.** Move away from the building. Once you have exited the building, proceed to the main Evacuation Assembly Point immediately - located in the **East Overflow Car Park**.
 - do not assemble directly outside the building or on any main roadway, to ensure access for Emergency Services.

5. await further instructions.

- **do not re-enter the building under any circumstances without an “all clear”** which should only be given by the Incident Control Officer/Chief Fire Warden, Fire Warden or Manager.
- do not leave the area without permission.
- ensure all colleagues and visitors are accounted for. Notify a Fire Warden or Manager immediately if you have any concerns

Toilets

Toilets are located immediately outside the Council Chamber, accessed via the door at the back of the Chamber.

Water Cooler

A water cooler is available at the rear of the Council Chamber.

Microphones

During the meeting, members of the Committee, and officers in attendance, will have access to a microphone. Please use the microphones, when invited to speak by the Chair, to ensure you can be heard by the Committee and those in attendance at the meeting.

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Community Safety Select Committee

A meeting of the Community Safety Select Committee was held on Thursday 1 October 2026.

Present: Cllr Mrs Ann McCoy (Chair), Cllr Katie Zagoria (Vice-Chair), Cllr Bob Cook, Cllr John Coulson, Cllr Lynn Hall (sub for Cllr Jason French), Cllr Shakeel Hussain, Cllr Barbara Inman

Officers: Richard Bradford, Phil Hardie, Kellie Hopkins, Leanne Maloney-Kelly, Simon Milner, James Ruddock, Marc Stephenson (N); John Angus (R&IG); Ged Morton, Gary Woods (CS)

Also in attendance: Cllr Richard Eglington (SBC Cabinet Member for Housing and Transport); Patrick Walker (Hartlepool Borough Council)

Apologies: Cllr Jason French, Cllr Alan Watson

CSS/29/26 Livestreaming

The Chair announced to those present that the meeting would be livestreamed.

CSS/30/26 Evacuation Procedure

The evacuation procedure was noted.

CSS/31/26 Declarations of Interest

There were no interests declared.

CSS/32/26 Minutes

Consideration was given to the minutes of the Community Safety Select Committee meeting which was held on 30 July 2026 for approval and signature.

AGREED that the minutes of the Committee meeting held on 30 July 2026 be approved as a correct record and signed by the Chair.

CSS/33/26 Scrutiny Review of Community Participation Budget and Ward Transport Budget

Consideration was given to the draft final report for the Committee's Scrutiny Review of Community Participation Budget (CPB) and Ward Transport Budget (WTB). Specific attention was drawn to the following:

- Conclusion & Recommendations: Regarding recommendation 3 (*Stockton-on-Tees Borough Council (SBC) considers creating additional resource to support the processing of CPB / WTB proposals (and subsequent communication on these to SBC Ward Councillors)*), an amendment was proposed to emphasise that further support should be provided via existing (not additional) resources. The Committee subsequently agreed to change this recommendation to '*SBC considers how*

existing resources can best support and improve the timely processing of CPB / WTB proposals and ensure effective communication with SBC Ward Councillors throughout the process’.

Responses to Member queries in relation to the originally quoted underspend for the two budget schemes, and possible financial implications for some of the other recommendations, were provided. Regarding the former, the Committee was reminded that whilst an underspend was reported at the time, evidence was also given that numerous project proposals were still being processed or were in development, and that the underspend was not representative of a lack of demand (more a reflection of resource limitations and, for example, legal requirements or site constraints). As for the latter, it was felt that the proposed recommendations could be met through a refined in-house offer and would not have any direct financial implications for the Council.

The dissatisfaction from Members (relayed via the SBC Ward Councillor survey) towards existing CPB / WTB arrangements was highlighted, though it was also noted that officers had expressed a strong willingness throughout the review to make improvements to these budget schemes (some of which had already been taken on board and actioned).

The Committee approved the content of the draft final report, subject to the identified minor amendment to recommendation 3, and was informed that the agreed version would be presented to Cabinet later in October 2026.

AGREED that the Community Participation Budget and Ward Transport Budget final report be approved for submission to Cabinet.

CSS/34/26 Overview & Performance Report: SBC Neighbourhoods (Regulated Services: Trading Standards, Community Safety & Emergency Planning)

The Committee received an overview and performance report from the Stockton-on-Tees Borough Council (SBC) Neighbourhoods directorate which provided details of key achievements and challenges in 2025-2026 for the Regulated Services department (with specific focus on Trading Standards, Community Safety, and Emergency Planning), as well as emerging issues within these areas of Council activity.

Introduced by the SBC Assistant Director – Regulated Services and Transformation, the report was supplemented by a presentation which initially outlined the following key messages:

- The services (whose work often takes place behind the scenes) are central to public protection, community confidence, and supporting local businesses.
- Demand is increasingly complex, often involving vulnerability, crime, anti-social behaviour (ASB), and organised criminality.
- Strong partnership working remains essential to achieving positive outcomes (with work also undertaken to address the root causes of presenting issues).

COMMUNITY SAFETY

The SBC Community Safety Services Manager led the Committee through the Community Safety part of the presentation which included the following:

- What the Service Does: The SBC Community Safety team protected residents, businesses and visitors through ASB case management, civic enforcement, CCTV and Control Room operations, community cohesion and engagement, violence reduction initiatives, emergency planning and business continuity, safeguarding vulnerable people, and multi-agency partnership working (with police and fire services, the NHS, housing providers and voluntary sector partners). It helped make Stockton-on-Tees a safer place to live, work and visit through prevention, intervention, enforcement and partnership working.
- Key Headlines 2025/26: During 2025-2026, 3,181 ASB hotspot patrols were delivered and 11,092 reports of ASB were received across police and Council systems. Stockton-on-Tees continued to have the lowest combined ASB reporting rate in Cleveland, with reductions seen in Ropner (34.2%), Billingham (10.2%), and Norton (2.6%). In terms of town centre safety, shop theft had reduced by 17.8% in Stockton Town Centre, *Operation Shield* and Joint Action Group (JAG) activity continued to be delivered, and support was provided for Stockton Waterfront Urban Park opening and major events.
- Civic Enforcement: The Civic Enforcement Team provided a visible presence across town centres, residential neighbourhoods, parks and open spaces, schools, and identified hotspot locations. Its key responsibilities were tackling ASB, fly-tipping / littering / dog fouling enforcement, environmental crime investigations, unsafe and inconsiderate parking, unauthorised encampments, community reassurance patrols, and intelligence gathering and evidence collection. The team gave added value as a result of its visible deterrent against offending, rapid response to community concerns, joint operations with Cleveland Police, and support for vulnerable residents and communities.
- Public Spaces Protection Orders (PSPOs): PSPOs for Stockton Town Centre and Norton were reviewed and strengthened during 2025-2026, addressing aggressive begging, street drinking and associated behaviour, public urination and defecation, dog fouling, misuse of offroad bikes, and misuse of electric bikes and scooters. In terms of the application of these orders, the service prioritised compliance through advice and warnings before formal enforcement action wherever appropriate.

A related public consultation undertaken prior to the renewal of these PSPOs saw 528 responses received, with 93% identifying begging and 96% identifying street drinking as problems. 87% believed the new PSPO would improve feelings of safety.

- Case Study: An example of the way in which persistent offenders were tackled highlighted joint working between Case Management Officers and Civic Enforcement Officers to secure a three-year Criminal Behaviour Order, with an individual prohibited from entering Norton Village following repeated ASB and racial abuse directed toward a Civic Enforcement Officer. These outcomes mattered as they protected businesses and residents, reduced repeat offending, demonstrated effective partnership working, and sent a strong message that ASB would not be tolerated.
- CCTV Control Room: The CCTV Control Room provided continuous (24/7) monitoring across the Borough, crime prevention and detection support, real-time incident management, support to emergency services, safeguarding of vulnerable

people, crowd and event monitoring, major incident coordination, and evidential support for investigations.

- CCTV Control Room Headlines: In 2025-2026, there were a total of 1,070 monitored cameras across the Borough (589 public space; 481 remote site). Regarding operational activity, 6,510 live incidents were managed, 2,402 evidential requests were fulfilled, and 1,036 arrests were assisted through CCTV intelligence and evidence.
- CCTV Control Room Functions: The CCTV Control Room helps protect vulnerable people, with operators regularly assisted with missing persons, mental health-related concerns, exploitation risks, rough sleeping interventions, and substance misuse-related vulnerability. It also supported enforcement / police by providing live intelligence to deployed officers, tracking suspect movements, preserving evidence, and enabling rapid partner communication. Events were also aided through crowd monitoring, public safety management, situational awareness, and emergency response co-ordination.
- Looking Ahead – Key Priorities: From a Community Safety perspective, priorities moving forward were intelligence-led hotspot patrols, repeat offender management, increased focus on vulnerability and safeguarding, stronger partnership working, and tackling violence against women and girls (VAWG). Future CCTV-related focus would centre on modernising CCTV infrastructure, developing analytical capability, expanding technology and intelligence use, maintaining a resilient 24/7 service, and enhancing drone and surveillance capabilities in support of community safety objectives.
- Key Challenges: Several community safety-related challenges were relayed:
 - Increasing demand from ASB, vulnerability, exploitation, mental health-related incidents, and repeat offenders.
 - Cases becoming more complex, often involving substance misuse, poverty, social exclusion, safeguarding concerns, and multi-agency requirements.
 - Public expectations for visible enforcement, rapid responses and immediate solutions.
 - Maintaining safe and welcoming town centres and public spaces was increasingly important as regeneration projects and visitor numbers grew across the Borough.
 - Recruiting and retaining experienced and specialist staff remained difficult.
 - New and emerging legislation, including VAWG, Serious Violence Duty, etc. would increase future service demands.
 - Criminality was becoming more sophisticated, with increasing use of technology, social media and organised crime group (OCG) networks requiring more intelligence-led responses.
 - Officers facing increasing verbal abuse, intimidation, threats and violence (particularly when dealing with persistent offenders and organised crime).

TRADING STANDARDS

The SBC Trading Standards and Licensing Services Manager led the Committee through the Trading Standards part of the presentation which noted the following:

- What the Service Does: SBC Trading Standards protected consumers from unfair, unsafe and illegal trading practices, and supported legitimate businesses to comply with the law. It also tackled scams, rogue traders, counterfeit goods, unsafe products and age-restricted sales, and worked with the police, His Majesty's Revenue and Customs (HMRC), Border Force, National Crime Agency, regional partners, and neighbouring authorities. The service had recently merged with the Council's Licensing Services to create a stronger, more joined-up regulatory function.
- Key Performance Headlines 2025/26: 1,722 enforcement actions were carried out during 2025-2026, with 360 inspections and compliance visits completed, and 820 complaints and service requests investigated. £164,270 was secured in consumer redress, and 305 businesses had received advice and guidance.
- Fraud, Scams and Vulnerable Residents: The Financial Fraud Advocate supported victims of fraud and scams to recover losses and reduce repeat victimisation. Since January 2025, £1,285,666.88 had been regained overall, with £358,620.16 recovered for fraud victims within Stockton-on-Tees. This work supported vulnerable residents and strengthened the wider prevention approach.
- Illicit Goods and Enforcement: 512,620 illicit and counterfeit cigarettes had been seized, along with 97.7kg of hand rolling tobacco and 1,329 illegal vapes. 11 closure orders were obtained against premises involved in the supply of illicit and counterfeit tobacco and vaping products, and two HMRC Track and Trace referrals led to £5,000 fines for each trader.
- Key Challenges: Existing / future Trading Standards-related challenges were:
 - Online marketplaces, social media enabled fraud, and increasingly sophisticated scams were changing the nature of consumer harm.
 - Workforce sustainability was a key risk in a small specialist team.
 - The Tobacco and Vapes Act 2026 would bring new responsibilities and enforcement expectations.
 - Officer safety and OCGs were increasingly linked to illicit goods and high street premises.

The presentation concluded with a 'final thought' in relation to these service areas which were *'delivering strong outcomes in an increasingly complex environment: rising demand, evolving threats, workforce pressures and the need for continued investment in people, partnerships and technology.'*

Commending officers for the depth of information provided, as well as those staff whose efforts continued to keep the Borough's residents safe, the Committee began its response by highlighting the scourge of shoplifting. Members expressed concerns over the greater impact of this crime on small businesses (as their percentage loss was higher) and the speed at which individuals convicted of shoplifting seemed to re-appear on the streets to continue such behaviour. Officers recognised that shoplifting was a challenge (as was assaults upon staff) which was regularly discussed within the Safer Stockton Partnership (SSP), and whilst many would view it as a police issue, it was important to work in partnership to identify and prevent / deter this activity. CCTV capabilities and officer presence on streets helped in this regard, and whilst recorded incidents had recently spiked, much of this could be attributed to improved reporting. On a broader level, there was a need to understand why shoplifting happened (often

as a result of addictions, complex lives, and / or deprivation), something which aligned with SBCs focus on long-term, preventative measures to address deep-rooted issues. Assurance was also given around related developments within the Pride in Place initiative which offered funding to make a difference to local communities.

Continuing on the theme of shoplifting, the Committee asked if SBC Civic Enforcement received many calls from shops and whether those reporting concerns were directed to the police. Officers stated that whilst people would often ring whoever they felt would provide the best answer / response, there did not seem to be an issue with reporting, and that mechanisms existed to transfer any calls received on this (or other crime) matter. That said, live communication with the police control room / officers was in place, and available resources were utilised to support in the fight against this type of crime. Members highlighted the Cleveland Online Policing App (COPA) which enabled the public to submit information about policing and community safety matters.

Attention moved onto community safety considerations in relation to the Stockton Waterfront Park, with Members raising queries on cordoned-off play equipment, bike-riding within the contained play area, and the closing times for the park during winter. Regarding the equipment, officers were not aware of any acts of vandalism (though incidents involving trees was known) and confirmed that the area was fully covered by CCTV – checks would be made after this meeting. On the concerns around bikes, reports had been received over bikes being used in prohibited areas, with officers continuing to patrol this space. In terms of the park's opening hours, this would be amended once clocks changed in October, with closing time likely to be 5.00pm (in line with other parks across the Borough).

Praising the impressive statistics within the report and presentation, and the successful funding application for a Tobacco and Vapes Apprentice, the Committee requested the number of Criminal Behaviour Orders (CBOs) that had been issued, and asked whether any wards had seen an increase in crime and ASB (possibly as a result of the new Stockton Waterfront Park dispersing problem behaviour elsewhere). For both queries, data would need to be provided after this meeting, though it was noted that CBOs were difficult and resource-intensive to secure (new Respect Orders, due to be implemented in April 2027, would be easier to obtain) and that SBC used these as a preventative measure, too (i.e. positive obligations around attending drug and alcohol services).

Discussion switched to the stated shop closure orders for illicit goods, with Members being informed that length of closure was likely to be increased, and agreeing with officers that it was important to move to targeting the individuals behind this activity as opposed to the premises itself (given perpetrators often opened a new shop soon after a previous one was closed).

Emphasising that a zero-tolerance approach towards abuse against staff was imperative, the Committee then raised the well-established issue of street sex workers within the Ropner ward (Yarm Road) – a significant concern for residents and one which may require the use of a PSPO given the numerous attempts to address this. Officers again recognised this ongoing challenge which continued to adversely affect that particular community (as well as the women involved in this activity), advising that, whilst a PSPO could only be implemented as a 'last resort' measure, it was certainly something to explore.

Comments in response to other Member queries concluded with confirmation that the Council had a fledgling drone unit (mostly used for planning / emergency planning work), and that a multi-agency publicity campaign in relation to the use of scooters was planned for the forthcoming Christmas period.

EMERGENCY PLANNING

With reference to an additional Emergency Planning Update briefing paper circulated to the Committee prior to the meeting, the Senior Emergency Planning Officer (Stockton) reflected on the Council's Emergency Management Arrangements (EMA), including the work of Cleveland Emergency Planning Unit (CEPU), and provided an update on the Cleveland Local Resilience Forum (CLRF), as well as recent incidents and exercises. Covering the period from 17 February 2026 to 3 September 2026, content included:

- Background: The Civil Contingencies Act 2004 identified agencies that had a statutory duty to respond to emergencies as category one or two responders. Local Authorities were defined under the Act as a category one responder, therefore, the SBC had a duty, through collaboration with partner agencies, to assess risk, prepare and test emergency plans, and ensure internal business continuity, along with warning and informing the public, and promoting business continuity externally.
- CEPU Update: Hosted by Hartlepool Borough Council, and located within Stockton (Police Station Annex), the CEPU covered the geographic area of 'Cleveland' (Tees Valley minus Darlington) and consisted of four Senior Emergency Planning Officers, a Business Support Officer, an Industry-specific officer, a Principal Emergency Planning Officer, and a Chief Emergency Planning Officer (who was also LRF Manager). The CEPU continued to report to the Emergency Planning Joint Committee (comprised of Elected Members from the four Local Authorities involved).

The Local Resilience Forum (LRF) operated in parallel with the CEPU. However, it had additional staff with distinct LRF duties, these being a Community Resilience Officer and an LRF Co-ordinator. The lines between LRF and Cleveland Emergency Planning Unit were inextricably linked.

- Cleveland LRF Update: The LRF benefitted from significant support and buy-in from SBC, including support from the CEPU which undertook several duties on behalf of the authority. Represented by the SBC Business Continuity & Resilience Manager at Tactical Business Group (TBG) and the SBC Assistant Director – Regulated Services and Transformation at Strategic Board (SB), the various subgroups benefitted from SBC participation, with functional experts contributing to specialist areas. Stockton-on-Tees continued to provide regular attendance and contribution to the LRF, attending 16 of the 17 (SB and TBG) meetings held in the last three years. The Action Plan for 2025-2026 was being worked through, with no major issues for completion identified.

Key Cleveland LRF peer review findings showed that it was one of the first areas to recognise the role of the Voluntary Development Agency through full membership of the LRF. Furthermore, it was the first area to be trialled under the new Ministry of Housing, Communities and Local Government of the United Kingdom (MHCLG) peer review process which highlighted strong partnership

cohesion, effective responsive co-ordination, solid infrastructure and regional working, and early recovery thinking. The review also noted that a mutual aid agreement was in place (agreed in July 2026 by SBC in conjunction with North East, Yorkshire and Cumbria Local Authorities) which strengthened responses to emergencies.

- Legal: There was a high confidence that SBC was legally compliant regarding the Civil Contingencies Act 2004, the Control of Major Accident Hazard Regulations 2015 (COMAH), and the Pipeline Safety Regulations 1996 (MAHP) (statutory duties and regulations of which were subsequently listed).
- Guidance: As well as statutory duties, there were a number of official guidance documents that the CEPU considered when planning, training and exercising. Again, there was a high degree of confidence that the CEPU followed these guidance documents and the Unit's work was assessed against the guidance on an annual basis as part of the CEPU workplan.
- Incidents: Within this period, there had been a higher number of incidents in Stockton-on-Tees (these were listed and included dates, locations, types, and associated comments), with tactical co-ordinating groups being established for two of these (all attended by Stockton and the CEPU). For the major incident declaration (Yarm Lane Fire), a recovery group was also stood-up and chaired by Stockton-on-Tees.
- Exercises: COMAH-related exercises were undertaken at Exolum Seal Sands (North & South) in May 2026 and CATS Terminal (Seal Sands) in July 2026.
- Training: Key training priorities identified included tactical multi-agency training, strategic multi-agency training, recovery and crisis communications, Resilience Direct (RD) training, and Joint Emergency Services Interoperability Principles (JESIP) awareness. Training for Borough Co-ordination Officers (BCOs) and strategic on-call staff were held centrally by the CEPU which monitored any refresher training requirements or training gaps of staff. Further training could be provided for Elected Members, too (who could get in touch if interested).
- Community Resilience: The CEPU was currently in the process of another run of community grants (up to £2,000), with applications open until 11 September 2026. Since 2023, £18,502.75 of grants had been distributed to community organisations within Stockton-on-Tees supporting projects from hate crime awareness events to storage space for foodbank resource donations.

Welcoming this update, the Committee commended officers for the prompt and effective response to the major Galaxy Blinds (Yarm Lane) fire in May 2026 and asked how community grant funding was accessed – officers agreed to share the criteria following this meeting.

Officers were thanked for their contributions to this meeting and were asked to relay the Committee's appreciation to their respective teams for the important role they played in keeping the people of the Borough safe.

AGREED that the Overview & Performance Report: SBC Neighbourhoods (Regulated Services: Trading Standards, Community Safety & Emergency Planning) (and

presentation) and the additional Emergency Planning Update briefing paper be noted, and that further information be provided as identified.

CSS/35/26 Scrutiny Review of Alley Gates

The first evidence-gathering session for the Committee's review of Alley Gates considered information from the Stockton-on-Tees Borough Council (SBC) Community Safety and Care For Your Area departments. Presented by the SBC Community Safety Services Manager and supported by the SBC Principal Projects Officer, the submission included the following:

- Background: During the 2001-2002 municipal year, a pilot project to install alley gates to three streets in the Newtown ward was initiated (Middlesbrough and Hartlepool had already run similar pilots at this time), with the aim being to reduce crime and anti-social behaviour (ASB) in these areas. Following its success, funding was secured from the SBC capital programme, along with additional finance from the Neighbourhood Renewal Fund, the Cleaner, Safer and Greener Fund, and the New Opportunities Fund.

The Borough's alley gates programme ran until 2012-2013 whereupon 327 gates were in place on Council / adopted land. Some of these had been installed via the SBC Ward Councillor Community Participation Budget (CPB), with others owned by, and the responsibility of, Thirteen Housing Group.

- Locations: The six wards within the Borough that currently had the most alley gates installed were Ropner (116), Mandale & Victoria (82), Newtown (61), Stockton Town Centre (61), Norton South (9), and Norton Centre (6). Yarm ward had three, Billingham South ward had two, and Billingham West & Wolviston, Hardwick & Salters Lane, Southern Villages, and Village wards all had one alley gate in place. Maps indicating the locations of alley gates for Newtown, Mandale & Victoria, and Ropner wards were provided, as was a link to a full audit of all gates within the Borough.
- Legislation associated with alley gates: During the pilot and the early stages of the alley gate programme, legislation under the Highways Act was utilised (with Traffic Regulation Orders (TROs)). In 2005, new legislation was introduced to allow the installation of alley gates through Gating Orders via the Clean Neighbourhoods and Environment Act.

In 2014, the Anti-social Behaviour, Crime and Policing Act introduced Public Spaces Protection Orders (PSPOs) which replaced the previous legislation to allow the installation of gates to restrict access. A PSPO could be used to restrict activity that had a detrimental effect on the locality, was (or was likely to be) persistent in nature, was (or was likely to be) unreasonable, and justified the restrictions being imposed. A PSPO must clearly set out what the detrimental activities were and what was deemed 'anti-social' or 'unreasonable', so could be challenging.

- How effective have the alley gates been: 2005 data highlighted that the alley gate programme had resulted in a substantial decrease in incidents of crime in the gated areas: 43% reduction in domestic burglary, 64% reduction in deliberate fires, 58% reduction in ASB, and 52% reduction in fly-tipping.

- Feedback from the community: In 2004, a consultation exercise was undertaken to gauge the views of residents where alley gates had been installed and been in place for over six months – the response was very positive. Since the gates were installed, the majority of respondents felt safer, thought that burglaries, people loitering, vandalism, and fly-tipping had all reduced, and would move to other alley gated areas.
- Lawrence Street, Stockton – April 2024: In April 2024, a resident was injured by an alley gate in Lawrence Street, Stockton falling on them. Following an accident investigation, all the Borough's gates were subsequently assessed, with professional engineers providing a recommendation to upgrade the hinge mechanism. £70,000 was allocated to undertake emergency upgrades, and the gates were now assessed on a six-monthly rota.
- Public reported stats: 2023 – 28 reports of alley gate damage; 2024 – 226 reports (year of Lawrence Street accident); 2025 – 126 reports; 2026 (up to September) – 70 reports.
- Non-budgeted maintenance spend (not including inspections): 2023-2024 – £9,000; 2024-2025 – £25,000; 2025-2026 – £43,000.
- Financial implications: The costs for the replacement of one set of gates were estimated by the manufacturer as between £5,000 and £7,000 (depending on location and individual requirements). Lock replacements were £90 (plus two hours labour), with the cost for the removal of current gates set (no replacement) being £1,000. Current inspection and maintenance-identified works had no budget allocation and were currently an overspend on the Highways budget. The total replacement of all the alley gates on the Borough's scheme would be in excess of £2,000,000.
- Future policy options / considerations: A number of options were noted in relation to future considerations around this community safety measure. Continuing with existing arrangements (i.e. no change) carried high risk, whilst there were funding implications for the like-for-like replacement of the Borough's alley gates as part of a multi-year programme. SBC could look to re-evaluate the locations where these gates were currently in place (replacing key gates where required and reducing overall numbers), or could undertake the phased removal of all current alley gates over multiple years (though this would still have budgetary demands and, possibly, political resistance). Consideration could also be given to any other community safety options (e.g. CCTV) which might be able to more effectively deter crime and ASB in alleyways, and consultation could be initiated to ascertain what residents living within the proximity of alleyways think / feel about existing and future measures.

Thanking SBC officers for the information provided, Committee discussions initially took place on the quoted full replacement costs and whether it would be more prudent to focus on problematic parts (e.g. hinges / bolts / locks) rather than the entire gates themselves, many of which were in decent condition. Members also acknowledged that the design could be somewhat of an eyesore, that costs were incurred due to damage to locks, and that effectiveness could be compromised by people vandalising / climbing over the top of them.

Further Committee comments were made in relation to the initial effort to dissuade individuals from using alleyways as rat-runs, as well as attempts to address fly-tipping and ASB (which was an issue at the time they were installed). Whilst they clearly served a community safety purpose, they needed to be inspected on a regular basis to avoid accidents / injuries – something which officers subsequently provided assurance around (with gates being more regularly checked after the Lawrence Street incident). Also, resident views on the value / effectiveness of the gates may have changed over time and needed to be sought.

Returning to the theme of the overall look of the gates, Members asked if any information was available from other Local Authorities with regard the designs they had installed. Officers stated that most gates comprised a standardised design, and that more ornate structures may not be as effective despite being better from a visual perspective.

SCOPE AND PROJECT PLAN

It was noted that the next evidence session later this month would feature a submission from Cleveland Police, with proposed questions for the intended survey for SBC Ward Councillors also being considered. A written response from Cleveland Fire Brigade would also be shared prior to the next meeting.

AGREED that the information provided by the Stockton-on-Tees Borough Council (SBC) Community Safety and Care For Your Area departments be noted.

CSS/36/26 Chair's Update and Select Committee Work Programme 2026-2027

CHAIR'S UPDATE

The Chair noted a recent regional joint Members / officers scrutiny network meeting which included a proposal to explore Local Authority scrutiny functions across the North East. The Chair had been contacted by the North East Regional Employers Organisation (NEREO) and would be meeting with the Chair to look at ways of facilitating the communication of information / best practice across the region.

The Chair also reiterated thanks to officers for their contributions to this meeting and asked that appreciation be relayed back to relevant teams / colleagues for their ongoing efforts in keeping people of the Borough safe.

WORK PROGRAMME 2026-2027

The next meeting was due to take place on 22 October 2026 and would involve the next Scrutiny Review of Alley Gates evidence-gathering session, a progress update on outstanding actions in relation to recommendation from the Committee's 2020 Fly-Grazed Horses review, and the annual Air Quality update.

AGREED that the Chair's Update and Community Safety Select Committee Work Programme 2026-2027 be noted.

Chair:

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COMMUNITY SAFETY SELECT COMMITTEE

22 OCTOBER 2026

Scrutiny Review of Alley Gates

Summary

The second evidence-gathering session for the Committee's review of Alley Gates will consider information from Cleveland Police.

Detail

1. Previously identified as a key contributor towards the Committee's ongoing review of Alley Gates, Cleveland Police was asked to provide a response to the following:
 - *The force's awareness / experience of this community safety measure*
 - *Benefits / challenges created (e.g. access) through the use of alley gates*
 - *Potential impact on these localities if existing alley gates are removed*
 - *Any viable alternatives to alley gates (which may be more cost-effective)*
 - *Any other views relating to this scrutiny topic from a police perspective*
2. A paper containing views on the above is included within these meeting papers. Cleveland Police representatives are scheduled to be in attendance to provide an overview of the submission and respond to any comments / questions.
3. In advance of this session, Members may again wish to familiarise themselves with some relevant background material in relation to this scrutiny topic::
 - College of Policing: Alley Gating
<https://www.college.police.uk/research/crime-reduction-toolkit/alley-gating>
 - Stockton-on-Tees: Alley Gates
<https://www.stockton.gov.uk/alley-gates>
4. A copy of the agreed scope and plan for this review is included for information.

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SCRUTINY REVIEW OF ALLEY GATES

CLEVELAND POLICE

- The force's awareness / experience of this community safety measure

I strongly support the retention of the existing alley gate network across Stockton-on-Tees.

From a policing perspective, alley gates have been one of the most effective situational crime prevention measures implemented within our communities. Historical evaluations have demonstrated significant reductions in crime and anti-social behaviour following their installation, including overall reductions of 55% and reductions of up to 88% in some locations. Whilst these figures relate to earlier evaluations, there is no evidence to suggest that the underlying causes of anti-social behaviour, environmental crime, criminal damage or opportunistic offending have diminished to the extent that such protective measures are no longer required.

- Benefits / challenges created (e.g. access) through the use of alley gates

The benefits of alley gates extend beyond recorded crime reduction. They restrict access routes used by offenders, reduce opportunities for burglary, criminal damage, drug-related activity, fly-tipping, littering and youth nuisance, whilst providing reassurance to residents and improving perceptions of safety. They also assist partner agencies by creating a more manageable environment in which communities can take pride in and maintain their local area.

- Potential impact on these localities if existing alley gates are removed

The removal of alley gates would present a significant risk to public safety and community confidence. Many of the locations where gates are installed remain areas that experience high levels of demand relating to crime and anti-social behaviour. Removing these physical barriers would restore unrestricted access to rear alleys and other vulnerable spaces, creating opportunities for offending that currently do not exist. In my professional opinion, this would be likely to increase incidents of anti-social behaviour, criminal damage, fly-tipping, environmental crime and acquisitive offences, resulting in increased demand on Cleveland Police, Stockton-on-Tees Borough Council and wider community safety partners.

Whilst there are recognised maintenance costs associated with the ageing gate infrastructure, these costs should be balanced against the financial and social costs of increased crime, enforcement activity, investigations, environmental clean-up and victim support services that are likely to follow any significant removal programme. In many cases, prevention represents better value than responding to criminality after it has occurred.

- Any viable alternatives to alley gates (which may be more cost-effective)

At present, I am not aware of any alternative intervention that can deliver the same level of sustained crime prevention, environmental improvement and community reassurance at a comparable cost. Additional patrols, CCTV, target hardening and engagement activity can all contribute to community safety, but they should be viewed as complementary measures rather than replacements for a proven physical access control system.

- Any other views relating to this scrutiny topic from a police perspective

Cleveland Police support the continued retention of alley gates across Stockton-on-Tees, supported by a sustainable maintenance and replacement programme focused on areas of greatest community safety need. Retaining this infrastructure protects previous investment, supports ongoing crime reduction, helps safeguard vulnerable communities and contributes positively to the wider objectives of the Safer Stockton Partnership.

In summary, alley gates remain a proven and cost-effective community safety measure. Their removal would be likely to have a detrimental impact on crime reduction, anti-social behaviour, public confidence and partner agency demand, whilst retaining them continues to deliver tangible benefits for residents and neighbourhood safety.

Supt Alan O'Donoghue
District Commander – Stockton
Cleveland Police
October 2026

Community Safety Select Committee
Review of Alley Gates
Outline Scope

Scrutiny Chair (Project Director): Cllr Mrs Ann McCoy	Contact details: ann.mccoy@stockton.gov.uk
Scrutiny Officer (Project Manager): Gary Woods	Contact details: gary.woods@stockton.gov.uk 01642 526187
Departmental Link Officer: Richard Bradford (SBC Community Safety Manager)	Contact details: richard.bradford@stockton.gov.uk
Which of our strategic corporate objectives does this topic address? Reviewing the current and future position on alley gates is closely linked to building healthy and resilient communities. Effective use of gates contributes directly to public safety by protecting properties and creating safe enclosed spaces for community use – this fosters a sense of security and wellbeing among residents. Furthermore, this topic has direct links into both the Partnership and Regeneration ‘missions’ of the <i>Powering Our Future</i> (POF) programme whilst also ensuring financial stability of the organisation in the future.	
What are the main issues and overall aim of this review? <i>‘Alley gates are lockable gates installed to prevent access by offenders to alleyways, such as those which run along the rear of older-style terraced housing in the UK. While normally a burglary prevention tool, alley gates can also prevent other crimes such as littering and anti-social behaviour by preventing access to alleys by non-residents and better controlling the space. Alley gates are usually made of iron or steel and are bespoke in relation to the requirements and specifications of an individual alley. The residents of homes adjacent to the gated alley are then left to operate the gates, either using keys or a key code.’ (College of Policing)</i> The alley gate programme in Stockton-on-Tees was initiated in 2001 following a pilot scheme in Newtown in which three alleyways were gated using eight alley gates. The programme was introduced as a community safety measure aimed at reducing crime, anti-social behaviour (ASB) and fear of crime in residential areas experiencing high levels of these issues. An evaluation carried out in 2008 by Cleveland Police demonstrated that alley gates were effective in reducing crime and ASB, with an overall reduction of 55% in incidents in the 12 months following installation, and reductions of up to 88% in some locations. After the Newtown pilot, the programme was expanded across the Borough, primarily within wards experiencing higher levels of deprivation and crime. By 2012-2013, a total of 327 alley gates had been installed, providing security benefits to approximately 4,643 properties.	

The dedicated alley gate installation programme and associated budget came to an end in 2012-2013. Since that time, any new gates have been delivered through the Community Participation Budget (CPB), subject to legislative criteria being met. Some of the more recently installed gates have been re-used from housing regeneration areas. Currently, the Council continues to manage 327 alley gates across the Borough, with the oldest approaching 14 years-old and the average age of the asset base being just under nine years.

In 2014-2015, 109 fault reports were recorded, equating to an average repair cost of £114 per fault. Faults arise from a combination of vandalism and general wear and tear, with repeat issues occurring in areas experiencing ongoing ASB. All gates are subject to an annual programme of scheduled maintenance, which includes general inspections and routine works such as greasing of hinges. In addition, unscheduled reactive repairs are undertaken in response to fault reports. However, dedicated budget provision for alley gate maintenance has remained static since 2012-2013 and is forecast to be exhausted (forecast maintenance and repair costs show a rising trend as the asset base continues to age).

The alley gate programme has historically delivered clear community safety benefits; however, the asset base has now reached a stage where increasing maintenance costs, ageing infrastructure, and the lack of a long-term funding strategy present growing challenges. The main aims for this review will therefore be to assess whether existing arrangements continue to meet local needs, provide value for money and support wider community safety and environmental protection objectives, and to inform future policy on the use of current and future alley gates in Stockton-on-Tees.

The Committee will undertake the following key lines of enquiry:

What legislation is relevant to the use of alley gates?

What are the benefits of installing alley gates; what challenges are created by using them?

Where in the Borough are alley gates in place; what condition are they in; how effective have they been?

How much does it cost to install, maintain and replace alley gates; what has been spent on this provision? What is the dedicated budget for maintenance and why is this no longer available?

What are the likely ramifications if alley gates are removed? Are there any viable alternatives to alley gates that may be more cost-effective?

How do residents of homes adjacent to gated alleys feel about the value / effectiveness of this community safety measure?

What is the Council's preferred option regarding the future use of alley gates across the Borough? If they continue to be valued, what funding will be available to support them?

Who will the Committee be trying to influence as part of its work?

Council, Cabinet, emergency services, local housing associations, residents.

Expected duration of review and key milestones:

5 months (report to Cabinet in February 2027)

What information do we need?	
Existing information (background information, existing reports, legislation, central government documents, etc.): - College of Policing: Alley Gating (https://www.college.police.uk/research/crime-reduction-toolkit/alley-gating) - Stockton-on-Tees: Alley Gates (https://www.stockton.gov.uk/alley-gates)	
<i>Who can provide us with further relevant evidence? (Cabinet Member, officer, service user, general public, expert witness, etc.)</i>	<i>What specific areas do we want them to cover when they give evidence?</i>
Stockton-on-Tees Borough Council (SBC) - Community Safety - Care For Your Area - Housing Services	➤ Location / condition of Borough's alley gates ➤ Benefits / challenges created ➤ Budgets / costs for installation / maintenance ➤ Future policy options / considerations
SBC Ward Councillors	➤ Views on this community safety measure
Cleveland Police	➤ Benefits / challenges created (e.g. access) ➤ Impact of removal / viable alternatives
Cleveland Fire Brigade	➤ Benefits / challenges created (e.g. access)
Housing Associations	➤ Views on this community safety measure
Town / Parish Councils	➤ Views on this community safety measure
Residents Associations / Community Groups	➤ Views on this community safety measure
How will this information be gathered? (eg. financial baselining and analysis, benchmarking, site visits, face-to-face questioning, telephone survey, survey)	
Committee meetings, reports, research, resident engagement, site visits (TBC).	
How will key partners and the public be involved in the review?	
Committee meetings, information submissions.	
How will the review help the Council meet the Public Sector Equality Duty?	
The Public Sector Equality Duty requires that public bodies have due regard to the need to advance equality of opportunity and foster good relations between different people when carrying out their activities. This review will be mindful of these factors.	

How will the review contribute towards the Joint Strategic Needs Assessment, or the implementation of the Health and Wellbeing Strategy?

Stockton-on-Tees Joint Health and Wellbeing Strategy 2025-2030: Community Safety: To make Stockton-on-Tees a safer place where people are protected from serious harm and live in communities which are safer and welcoming (Focus Area 3: Everyone lives in healthy and sustainable places and communities)

Provide an initial view as to how this review could lead to efficiencies, improvements and / or transformation:

A review of alley gates provides an opportunity to assess current performance and drive efficiencies by moving from a predominantly reactive maintenance model to a more planned, risk-based approach. By identifying gates with recurring faults, evaluating value for money, and aligning investment with areas of greatest need, the Council may be able to reduce repeat demand, manage future replacement costs more effectively, and identify potential savings through improved asset management and prioritisation.

Project Plan

Key Task	Details/Activities	Date	Responsibility
Scoping of Review	Information gathering	July 2026	Scrutiny Officer Link Officer
Tri-Partite Meeting	Meeting to discuss aims and objectives of review	13.07.26	Select Committee Chair and Vice Chair, Cabinet Member(s), Director(s), Scrutiny Officer, Link Officer
Agree Project Plan	Scope and Project Plan agreed by Committee	30.07.26	Select Committee
Publicity of Review	Determine whether Communications Plan needed	TBC	Link Officer, Scrutiny Officer
Obtaining Evidence	SBC Community Safety SBC Care For Your Area	01.10.26	Select Committee
	Cleveland Police	22.10.26	
	TBC	26.11.26	
Members decide recommendations and findings	Review summary of findings and formulate draft recommendations	07.01.27	Select Committee
Circulate Draft Report to Stakeholders	Circulation of Report	January 2027	Scrutiny Officer
Tri-Partite Meeting	Meeting to discuss findings of review and draft recommendations	TBC	Select Committee Chair and Vice Chair, Cabinet Member(s), Director(s), Scrutiny Officer, Link Officer
Final Agreement of Report	Approval of final report by Committee	28.01.27	Select Committee, Cabinet Member, Director
Consideration of Report by Executive Scrutiny Committee	Consideration of report	[23.03.27]	Executive Scrutiny Committee
Report to Cabinet / Approving Body	Presentation of final report with recommendations for approval to Cabinet	15.02.27	Cabinet / Approving Body

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Progress Update on Previously Agreed Recommendations – Fly-Grazed Horses

Summary

Members are asked to consider the evidence and assessments of progress contained within the attached Progress Update on the implementation of previously agreed recommendations in relation to the 2020 review of Fly-Grazed Horses (see link below for final report).

<https://moderngov.stockton.gov.uk/Data/Cabinet/202101211630/Agenda/att39790.pdf>

Detail

- Following the Cabinet consideration of scrutiny reports, accepted recommendations are then subject to a monitoring process to track their implementation.
- Two main types of report are used. Initially this is by means of Action Plans detailing how services will be taking forward agreed recommendations. This is then followed by a Progress Update report approximately 12 months after the relevant Select Committee has agreed the Action Plan (unless requested earlier). Evidence is submitted by the relevant department together with an assessment of progress against all recommendations. Should members of the Select Committee agree, those recommendations which have reached an assessment of '1' are then signed off as having been completed.
- If any recommendations remain incomplete, or if the Select Committee does not agree with the view on progress, the Select Committee may ask for a further update.
- The assessment of progress for each recommendation should be categorised as follows:

1	Achieved (Fully)	The evidence provided shows that the recommendation has been fully implemented within the timescale specified.
2	On-Track (but not yet due for completion)	The evidence provided shows that implementation of the recommendation is on-track but the timescale specified has not expired.

3	Slipped	The evidence shows that progress on implementation has slipped. An anticipated date by which the recommendation is expected to become achieved should be advised and the reasons for the delay.
4	Not Achieved	The evidence provided shows that the recommendation has not been fully achieved. An explanation for non-achievement of the recommendation would be provided.

5. To further strengthen the monitoring process, from August 2020, the Progress Update report will also include references on the evidence of impact for each recommendation.
6. For Progress Update reports following the completion of a review, the relevant Link Officer(s) will be in attendance.
7. **Appendix 1** (Review of Fly-Grazed Horses) sets out the outstanding recommendations for this Committee. Members are asked to review the update and indicate whether they agree with the assessments of progress.

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PROGRESS UPDATE: Review of Fly-Grazed Horses

SCRUTINY MONITORING – PROGRESS UPDATE	
Review:	Fly-Grazed Horses
Link Officer/s:	Stephen Donaghy
Action Plan Agreed:	February 2021

Updates on the progress of actions in relation to agreed recommendations from previous scrutiny reviews are required approximately 12 months after the relevant Select Committee has agreed the Action Plan. Progress updates must be detailed, evidencing what has taken place regarding each recommendation – a grade assessing progress should then be given (see end of document for grading explanation). Any evidence on the impact of the actions undertaken should also be recorded for each recommendation.

Recommendation 1:	Cleveland Police, Stockton-on-Tees Borough Council (SBC) and other relevant partners, in conjunction with any other interested Tees Valley Local Authorities, develop a joint formal policy document to address the fly-grazing of horses on both Council and non-Council land, clearly outlining the roles and responsibilities of the relevant organisations.				
Responsibility:	SBC	SBC / Police / other Cleveland LAs	SBC	Police	Police
Date:	End-February 2021	End-February 2021	April 2021	Ongoing	Ongoing
Agreed Action:	Identify key partners from all four local authorities and the Police	Provide key contact details for both week and weekend shifts	Assist the Police in completing the Cleveland wide policy by providing a detailed work process relevant to SBC	Consider local/national horse contractor provision or SLA potential by the Police	Discuss the potential for the Police to identify a suitable designated officer(s) to implement similar arrangements to current DLO format
Agreed Success Measure:	Key partners identified	Key contact details shared and updated regularly	Agree formal policy between Cleveland Police and SBC (other LA's to do similar which	Police undertaking and agreeing to an SLA	Police to identify internal officers with specific responsibility for horse

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PROGRESS UPDATE: Review of Fly-Grazed Horses

			will allow for a formal Cleveland wide Policy		policy / workplan
Evidence of Progress (January 2022):	Partners were identified and SBC and the Police hosted a number of meetings with officers from neighbouring authorities to attempt and gain joint working across the Cleveland area.	Key contacts were identified at each of the relevant local authorities however after several meetings hosted by SBC with the support of the Police the other key contacts decided not to continue with this work.	SBC remains committed to assisting the Police but the policy now rests with the Police as no further information has been provided by the other three Cleveland local authorities.	The Police are currently considering an SLA with an equine bailiff however the previously considered SLA/ contributions from the 4 LA's has been mooted by virtue of only SBC remaining engaged with the Policy development and agreement of working practises.	The Police have identified a PCSO for the Stockton area who will be able to work with SBC Animal Welfare once a formal policy is agreed with the Police.
Assessment of Progress (January 2022): (include explanation if required)	1 (Fully Achieved) SBC and the Police remain committed to this work however the three other neighbouring authorities have decided not to remain engaged with this work.	1 (Fully Achieved) The three other neighbouring authorities have failed to continue to support this work. SBC remains committed to working with the Police and current arrangements with Sgt Cookland, SBC Animal Welfare.	2 (On-Track) The Policy remains with the Police who due to severe staff shortages due to Covid and also the temporary long-term loss of a key Legal/ Procurement officer (family bereavement) have not as yet completed on the policy document. That said the	2 (On-Track) Both the overarching Policy and consideration of an SLA with an equine bailiff remains with Cleveland Police Legal Team.	2 (On-Track) Officer identified but not currently active as yet.

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PROGRESS UPDATE: Review of Fly-Grazed Horses

			document is currently being reviewed and an outcome should be forthcoming.		
Evidence of Impact (January 2022):	SBC and the Police have decided to continue with this vital work irrespective of neighbouring authorities not wishing to remain involved.				
Evidence of Progress (May 2022):			Cleveland Police have added the necessity for the policy/protocol to be in place on the Police Executive Risk Register. The policy and protocol for Cleveland Police is now in draft format and is being examined by Police Legal and Procurement Teams. A meeting has also been agreed with Police Procurement (09/06/22) to seek a dedicated budget for this work.	The policy and protocol are now in draft format and Police procurement have approached World Horse Welfare to determine the viability of a green yard arrangement.	PCO confirmed as responsible for this area of work.
Assessment of Progress (May 2022): (include explanation if required)			2 (On-Track)	2 (On-Track)	1 (Fully Achieved)
Evidence of Impact (May 2022):	The necessity for a Cleveland Police Policy and Protocol have been added to the Police Executive Risk Register. After examination of various other Police policies (York as an example) a draft Cleveland Policy and Protocol have been				

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PROGRESS UPDATE: Review of Fly-Grazed Horses

produced. Stockton remains committed to this process and in addition to this an officer from Cleveland Police has been agreed as the key link officer.					
Evidence of Progress (December 2022):			Cleveland Police have added the necessity for the policy / protocol to be in place on the Police Executive Risk Register and since the last update this has further been raised and discussed with chief financial officer who is supportive of the work thus far. In addition to this and after lengthy scoping work Cleveland police have confirmed they intend to produce the protocol based on Kent Police's response. This is in essence a recovery and green yard service. It is expected that it will look similar to the way vehicle recoveries work within the force currently.	The policy and protocol is now confirmed as to reflect that of the Kent protocol and Police procurement have approached World Horse Welfare to determine the viability of a green yard arrangement. As the Kent protocol has been confirmed this will allow for a green yard arrangement to be put in place.	

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PROGRESS UPDATE: Review of Fly-Grazed Horses

Assessment of Progress (December 2022): (include explanation if required)			3 (Slipped)	2 (On-Track)	
Evidence of Impact (December 2022):	After lengthy scoping work Cleveland Police intend to produce a protocol based on Kent Police's response. This is in essence a recovery and green yard service. It is expected that it will work in a similar to the way vehicle recoveries work within the force currently. The issue of horses on the public carriage remains on the Police risk register and now has also been discussed with agreement in principal with the Police Chief Financial Officer.				
Evidence of Progress (October 2023):			• A business case proposing the establishment and use of a green yard, and the associated logistics, was drafted and submitted to the Cleveland Police procurement department. • Procurement were then required to undertake additional research around costings and operational factors. • Further research with Kent Police was conducted by procurement as a force with lived experience of a possible plan. • A final amended draft was submitted to the Chief Financial Officer (CFO) for consideration. • The CFO requested further research to be undertaken given the complexities of the problem. • Procurement are currently engaged with the National Police Chiefs Council (NPCC) working group, who are developing a national approach. • This is a protracted matter that effects all police forces in the country and therefore requires a national approach. • Police are awaiting an indication of timescales in respect of the NPCC		

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PROGRESS UPDATE: Review of Fly-Grazed Horses

			working group; we cannot move forward until this steer has been given.	
Assessment of Progress (October 2023): (include explanation if required)			3 (Slipped)	
Evidence of Impact (October 2023):	The police have continued to meet with SBC officers and currently there has been a Chief Inspector of local policing appointed who is now a permanent addition to the district which is important to provide consistency for the problem-solving process. The police have noted this is a protracted matter that effects all police forces in the country and therefore requires a national approach. Police note that procurement are currently engaged with the National Police Chiefs Council (NPCC) working group (who are developing a national approach) and are awaiting an indication of timescales in respect of the NPCC working group.			
Evidence of Progress (October 2026):	No further updates have been provided regarding the work with the Police NPCC and no further updates regarding the proposed work or policy has been provided. In July 2026, Cleveland Police confirmed that the issue of fly-grazed horses was not regarded as a strategic risk for the organisation and that matters would continue to be managed through existing operational procedures and local problem-solving arrangements.			
Assessment of Progress (October 2026): (include explanation if required)	4 (Not Achieved) No formal policy has been developed. Whilst the July 2026 statement confirms the force's ongoing response to reported incidents, it also indicates a departure from the previously proposed strategic approach, including the development of a formal policy and supporting arrangements. As a result, the recommendations relating to a joint policy framework and associated enforcement infrastructure remain unfulfilled.			
Evidence of Impact (October 2026):	n/a			

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PROGRESS UPDATE: Review of Fly-Grazed Horses

Recommendation 2:	The agreed joint formal policy is made publicly available, with specific awareness-raising work undertaken with local horse-owners.	
Responsibility:	SBC	SBC
Date:	Work commenced with Cleveland Police on 1st Feb 2021 – will continue for next 12 months	Work commenced with Cleveland Police on 1st Feb 2021 – will continue for next 12 months
Agreed Action:	Agreed joint policy will be shared locally via SBC website and media	Direct officer contact with horse owners who will discuss the new policy while interacting with known owners
Agreed Success Measure:	Policy made publicly available	Policy made available and discussed with horse owners
Evidence of Progress (January 2022):	Policy remains under review with Cleveland Police Legal.	TBC on formal adoption of Cleveland Police Policy.
Assessment of Progress (January 2022): (include explanation if required)	2 (On-Track)	2 (On-Track)
Evidence of Impact (January 2022):	n/a	n/a
Evidence of Progress (May 2022):	Draft Policy and Protocol have now been produced after discussion with Police Legal and Procurement Teams. The necessity for this work has been escalated within Cleveland Police and added to the Police Executive Risk Register.	Cleveland Police and Stockton-on-Tees Borough Council have agreed to engage with horse owners when the policy is formally adopted. Dedicated web pages have also been created which will also host a copy of the agreed policy with permission of Cleveland Police.
Assessment of Progress (May 2022): (include explanation if required)	2 (On-Track)	2 (On-Track)
Evidence of Impact (May 2022):	Draft documents produced and being examined by Police Legal and Procurement Teams.	Dedicated web pages produced providing essential responsible horse ownership information and available for hosting of Policy document. https://www.stockton.gov.uk/article/8008/Equine-and-tethering-advice
Evidence of Progress (December 2022):	Subsequent to the draft policies and protocol having been produced and after discussion with Police Legal and Procurement Teams the decision to use the Kent model and protocol has been agreed with the main impact	The dedicated web pages and public information have been maintained and also re-evaluated to ensure they meet with access requirements and now note public information for equine identification law, advice for tethering,

APPENDIX 1

PROGRESS UPDATE: Review of Fly-Grazed Horses

	being the need for and use of a green yard. The necessity for this work has been escalated within Cleveland Police and added to the Police Executive Risk Register as well as now having the support of the chief financial officer.	grazing on Council Land and advice for private landowners. https://www.stockton.gov.uk/article/8008/Equine-and-tethering-advice
Assessment of Progress (December 2022): (include explanation if required)	2 (On-Track)	2 (On-Track)
Evidence of Impact (December 2022):	The necessity for this work has been escalated within Cleveland Police and added to the Police Executive Risk Register as well as now having the support of the chief financial officer.	The only outstanding element of this task is the inclusion of the protocol once complete.
Evidence of Progress (October 2023):	The necessity for this work has been escalated within Cleveland Police and added to the Police Executive Risk Register as well as now having the support of the chief financial officer. In addition: • A business case proposing the establishment and use of a green yard and the associated logistics, was drafted and submitted to the Cleveland Police procurement department. • Police Procurement are currently engaged with the National Police Chiefs Council (NPCC) working group, who are developing a national approach. • The Police now have a dedicated contact with procurement who has been briefed as to the importance of a timely way forward for this matter.	No change from previous update.
Assessment of Progress (October 2023): (include explanation if required)	3 (Slipped)	3 (Slipped)

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PROGRESS UPDATE: Review of Fly-Grazed Horses

Evidence of Impact (October 2023):	The Police have noted this is a protracted matter that effects all police forces in the country and therefore requires a national approach. Police note that procurement are currently engaged with the National Police Chiefs Council (NPCC) working group, who are developing a National approach and are awaiting an indication of timescales in respect of the NPCC working group.	The only outstanding element of this task remains the inclusion of the protocol once complete.
Evidence of Progress (October 2026):	No further updates have been provided regarding the work with the Police NPCC and no further updates regarding the proposed work or policy has been provided.	
Assessment of Progress (October 2026): (include explanation if required)	4 (Not Achieved) No formal policy has been developed. In July 2026, Cleveland Police confirmed that the issue of fly-grazed horses was not regarded as a strategic risk for the organisation and that matters would continue to be managed through existing operational procedures and local problem-solving arrangements. Whilst this confirms the force's ongoing response to reported incidents, it also indicates a departure from the previously proposed strategic approach, including the development of a formal policy and supporting arrangements. As a result, the recommendations relating to a joint policy framework and associated enforcement infrastructure remain unfulfilled.	
Evidence of Impact (October 2026):	n/a	

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PROGRESS UPDATE: Review of Fly-Grazed Horses

Recommendation 6:	Relevant SBC departments identify specific areas of Council land requiring a zero-tolerance approach based on location alone, along with an assessment of the resources required to support the enforcement of the new formal policy on these pieces of land and any other land where a horse's presence poses an identified risk.		
Responsibility:	SBC (IG, P&D Services / Env Health, CFYA)	SBC (Environmental Health)	SBC (Environmental Health)
Date:	December 2021	December 2021	December 2021
Agreed Action:	Relevant SBC departments / members identify those areas of council land (for various reasons i.e. nuisance / damage / aesthetics / sensitivity / future development) where fly-grazing won't be tolerated under any circumstances	Identified land to build into the overall policy and publicised accordingly	Tender process for the provision of horse bailiff to undertake seizure of horses and all associated costs with this process
Agreed Success Measure:	Clear policy for all concerned as to where horses will not be tolerated and the outcomes / actions that will be implemented	Webpage created and all relevant info added and made publicly available	Suitable contractor in place to undertake agreed role at agreed rates
Evidence of Progress (January 2022):	Current situation remains unchanged. Each situation is still currently assessed on a case-by-case basis considering both safety as well as potential damage to SBC land or property.	Webpages are being reviewed.	Current informal arrangements remain in place.
Assessment of Progress (January 2022): (include explanation if required)	3 (Slipped)	3 (Slipped) TBC (March 2022)	3 (Slipped)
Evidence of Impact (January 2022):	n/a	n/a	n/a
Evidence of Progress (May 2022):	When we receive a report of an equine animal being illegally grazed on Council land, the location of each equine is assessed on an individual basis and	Webpage have been created and all relevant info added and made publicly available.	Police procurement have reviewed the need for a dedicated budget, and this is to be discussed/agreed at an arranged meeting on 09/06/22. In addition,

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PROGRESS UPDATE: Review of Fly-Grazed Horses

	risk rated in relation to public safety (i.e. access to the highway/public footpaths/children's play areas) as well as damage to Council assets. Additionally, the welfare of the animal is checked, particularly in relation to tethering equipment, body condition, hoof condition, access to grazing and clean water. Any concerns that we may have been raised with owners if they are known to us, otherwise ownership will be investigated.		Cleveland Police have added this to their Executive Risk Register.
Assessment of Progress (May 2022): (include explanation if required)	2 (On-Track)	1 (Fully Achieved)	2 (On-Track)
Evidence of Impact (May 2022):			Essential work noted with Police risk register, meeting with Police Legal/Procurement to be undertaken with SBC in attendance 09/06/22.
Evidence of Progress (December 2022):	In the absence of an agreed formal joint policy there has been no change to current operational actions taken by SBC Animal Welfare and as such when we receive a report of an equine animal being illegally grazed on Council land, the location of each equine is assessed on an individual basis and risk rated in relation to public safety (i.e. access to the highway/public footpaths/children's play areas) as well as		Subsequent to the draft policies and protocol having been produced and after discussion with Police Legal and Procurement Teams the decision to use the Kent model and protocol has been agreed with the main impact being the need for and use of a green yard. The necessity for this work has been escalated within Cleveland Police and added to the Police Executive Risk Register as well as now having

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PROGRESS UPDATE: Review of Fly-Grazed Horses

	damage to Council assets. Additionally, the welfare of the animal is checked, particularly in relation to tethering equipment, body condition, hoof condition, access to grazing and clean water. Any concerns that we may have been raised with owners if they are known to us, otherwise ownership will be investigated.		the support of the chief financial officer.
Assessment of Progress (December 2022): (include explanation if required)	2 (On-Track)		2 (On-Track)
Evidence of Impact (December 2022):	Until a fully agreed joint policy is set SBC Animal Welfare continue to operate and act on all reports of horses loose/on Council/Private land or instances where the horses are causing a risk to the public or where there are welfare concerns.		The use of a green yard is the single most positive step to date in this process as this negates the need for any horse to remain on land as it will now have a dedicated area for the animal to be safely retained once in place. The Police have noted that the business case for such is currently in the process of being completed and has now been sent through for finalisation by Cleveland Police Procurement. Once this has been submitted then the financial aspect will be finalised.
Evidence of Progress (October 2023):	SBC Environmental Health continue to address all complaints of this nature as set out previously on a case-by-case basis.		The matter has been entered onto the Police Corporate Risk register to ensure appropriate monitoring and wider awareness.

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PROGRESS UPDATE: Review of Fly-Grazed Horses

			• A business case proposing the establishment and use of a green yard and the associated logistics, was drafted and submitted to the Cleveland Police procurement department. • A final amended draft was submitted to the Chief Financial Officer (CFO) for consideration. • The CFO requested further research to be undertaken given the complexities of the problem. • Police Procurement are currently engaged with the National Police Chiefs Council (NPCC) working group, who are developing a national approach.
Assessment of Progress (October 2023): (include explanation if required)	2 (On-Track)		3 (Slipped)
Evidence of Impact (October 2023):	As per previous update.		Cleveland Police are waiting for the NPCC working group to report back and establish a national approach. Police Procurement will be arranging a multi-agency meeting in the meantime to ensure focus is maintained.
Evidence of Progress (October 2026):	SBC Environmental Health continue to address all complaints of this nature as set out previously on a case-by-case basis.		No further update on this work via the NPCC has been provided. In July 2026, Cleveland Police confirmed that the

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PROGRESS UPDATE: Review of Fly-Grazed Horses

	In July 2026, Cleveland Police confirmed that the issue of fly-grazed horses was not regarded as a strategic risk for the organisation and that matters would continue to be managed through existing operational procedures and local problem-solving arrangements.		issue of fly-grazed horses was not regarded as a strategic risk for the organisation and that matters would continue to be managed through existing operational procedures and local problem-solving arrangements.
Assessment of Progress (October 2026): (include explanation if required)	4 (Not Achieved) Ongoing monitoring of horse locations, contact with horse owners and case management remain in effect. Whilst the July 2026 statement confirms the force's ongoing response to reported incidents, it also indicates a departure from the previously proposed strategic approach, including the development of a formal policy and supporting arrangements. As a result, the recommendations relating to a joint policy framework and associated enforcement infrastructure remain unfulfilled.		4 (Not Achieved) Whilst the July 2026 statement confirms the force's ongoing response to reported incidents, it also indicates a departure from the previously proposed strategic approach, including the development of a formal policy and supporting arrangements. As a result, the recommendations relating to a joint policy framework and associated enforcement infrastructure remain unfulfilled.
Evidence of Impact (October 2026):	All cases referred to SBC are addressed by suitably qualified officers.		n/a

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PROGRESS UPDATE: Review of Fly-Grazed Horses

Recommendation 7:	Consideration be given to arranging a future microchipping clinic in the Borough (in conjunction with the British Horse Society).	
Responsibility:	SBC and relevant stakeholders / charity groups	
Date:	March 2022	March 2022
Agreed Action:	Working in conjunction with horse charities / stakeholders to provide microchipping / passporting / gelding clinics to be provided as soon as current pandemic safety measures / national lockdowns end & charities have available funding / resource	
Agreed Success Measure:	Future clinics / events agreed and undertaken with partners	Improved health / welfare of horses and liaison with horse owners
Evidence of Progress (January 2022):	No microchipping sessions have been agreed.	
Assessment of Progress (January 2022): (include explanation if required)	2 (On-Track) Due to the various lockdowns throughout 2021/22 and lack of funding for charities with no sessions have been progressed. This will be reassessed and further discussions with horse charities made in 2022.	
Evidence of Impact (January 2022):	n/a	
Evidence of Progress (May 2022):	With the pandemic safety measures / national lockdowns having ended & charities potentially have available funding / resource to provide microchipping SBC officers have contacted both the British Horse Society and World Horse Welfare and are currently in discussions to allow for a local chipping session to take place.	
Assessment of Progress (May 2022): (include explanation if required)	2 (On-Track)	
Evidence of Impact (May 2022):	SBC Officers have contacted BHS and a list of events is to be provided to SBC as they are not again being planned. This information will come direct from the BHS Welfare Team. Dates and Locations TBC.	
Evidence of Progress (December 2022):	The BHS Welfare Team or indeed any charity in the North East has not offered a free microchipping service this year and charities continue to struggle financially never more so than now with donations being cut as the cost of living crises impacts on the entire country. SBC Officers have spoken with National Offices however feel it may be more beneficial to create a joint working approach with a local contact. This however may require a financial contribution from the Local Authority or Police.	
Assessment of Progress (December 2022): (include explanation if required)	2 (On-Track)	

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Evidence of Impact (December 2022):	Local contact with World Horse Welfare has already been undertaken by the Police and they are currently advising on green yard provision. In the absence of free microchipping sessions nationally it may be valid to consider a small local session subject to cost.
Evidence of Progress (October 2023):	SBC officers previously contacted BHS and a list of events is to be provided to SBC as they are not again being planned. This information will come direct from the BHS Welfare Team. Dates and locations.
Assessment of Progress (October 2023): (include explanation if required)	Local charities remain in considerable financial pressure both post-pandemic and cost-of-living crises, with donations dramatically reduced. The availability of free microchipping sessions for the public or other offers to the public are not currently being undertaken. Cleveland Police are waiting for the NPCC working group to report back and establish a national approach. Police Procurement will be arranging a multi-agency meeting in the meantime to ensure focus is maintained.
Evidence of Impact (October 2023):	
Evidence of Progress (October 2026):	Local charities remain in considerable financial pressure both post-pandemic and cost-of-living crises, with donations dramatically reduced. The availability of free microchipping sessions for the public or other offers to the public are not currently being undertaken. Cleveland Police have not had any update from the NPCC and note that this is an operational issue most recently addressed on a case by case basis. In July 2026, Cleveland Police confirmed that the issue of fly-grazed horses was not regarded as a strategic risk for the organisation and that matters would continue to be managed through existing operational procedures and local problem-solving arrangements.
Assessment of Progress (October 2026): (include explanation if required)	4 (Not Achieved) Whilst the July 2026 statement confirms the force's ongoing response to reported incidents, it also indicates a departure from the previously proposed strategic approach, including the development of a formal policy and supporting arrangements. As a result, the recommendations relating to a joint policy framework and associated enforcement infrastructure remain unfulfilled.
Evidence of Impact (October 2026):	n/a

Assessment of Progress Gradings:	1 Fully Achieved	2 On-Track	3 Slipped	4 Not Achieved
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Air Quality – SBC Annual Status Report 2026

Summary

The Committee will receive an update on the state of air quality in Stockton-on-Tees.

Detail

1. The introduction of The Environment Act 2021 led to the requirement for Local Authorities to produce an air quality strategy. In July 2025, a report was presented to SBC Cabinet recommending the adoption of the SBC Air Quality Strategy for the 2025-2030 period (see <https://moderngov.stockton.gov.uk/documents/s18360/Air%20Quality%20Strategy%202025-2030.pdf>).
2. Following Cabinet's approval of this new strategy, the Council's Environmental Health Service (which developed the document) was asked to provide a briefing on its content to the Community Safety Select Committee. This took place in November 2025 (the strategy, an accompanying presentation, and subsequent discussion points can be found at <https://moderngov.stockton.gov.uk/mgAi.aspx?ID=5607>).
3. The latest annual status report on the quality of the Borough's air has since been produced and is included within these meeting papers (along with a supporting presentation). The SBC Environmental Health Service Manager will be in attendance to summarise this information and then address any subsequent Committee comments / questions.

Name of Contact Officer: Gary Woods

Post Title: Senior Scrutiny Officer

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Email Address: gary.woods@stockton.gov.uk

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Stockton-on-Tees
BOROUGH COUNCIL

2026 Air Quality Annual Status Report (ASR)

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

Date: June, 2026

Information	Stockton-on-Tees Borough Council Details
Local Authority Officer	Mr. Michael Fearman
Department	Environmental Health
Address	Stockton-on-Tees Borough Council Dunedin House Columbia Drive Thornaby Stockton-on-Tees TS17 6BJ
Telephone	01642 524241
E-mail	Michael.Fearman@Stockton.gov.uk Environmental.Health@stockton.gov.uk
Report Reference Number	ASR2026
Date	June 2026

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Stockton-on-Tees Borough Council with the support and agreement of the following officers and departments:

Mr. M Fearman- Senior Environmental Health Officer

Mr. S. Donaghy- Environmental Health Service Manager

Ms. A. Alderson- Public Health Practitioner

This ASR has been issued to:

Mr. N. Mitchell- Head of Environment, Leisure and Green Infrastructure

Mr. J. Kibble- Transport Planning & Strategy Manager

Mr. S. Grundy- Planning Services Manager

Mr. R. Miller- Health and Wellbeing Manager Health Protection

Mr. J. Thirling- Fleet Services Manager

This ASR has been signed off by the Director of Public Health.



This ASR has been signed off by Assistant Director for Regulated Services and Transformation.



This ASR has been signed off by Councillor Norma Stephenson OBE, Cabinet Member Access, Communities & Community Safety.



If you have any comments on this ASR please send them to Mr. M. Fearman at:

Environmental Health

Stockton-on-Tees Borough Council

Dunedin House

Columbia Drive

Thornaby

Stockton-on-Tees

TS17 6BJ

Telephone- 01642 524241

Email- Michael.fearman@stockton.gov.uk

Executive Summary: Air Quality in Our Area

Air Quality levels within Stockton-on-Tees remain at a relatively low level with no pollutant concentration exceeding National Objective values at any location, therefore an Air Quality Management Area does not need to be declared within the Borough.

Annual concentration levels of Nitrogen Dioxide (NO₂) at both continuous monitoring sites show increased levels compared to 2024, whilst annual mean Nitrogen Dioxide levels at diffusion tube sites show improvements at eleven out of fourteen possible locations in 2025 when compared to 2024 data. Annual mean PM₁₀ concentrations at our continuous site at Eaglescliffe show increased levels for 2025 compared to 2024, whilst annual mean for PM_{2.5} at Eaglescliffe also increased in 2025 compared to 2024. Annual mean for PM_{2.5} at Stockton A1305 has reduced in 2025 compared to 2024.

Stockton-on-Tees Borough Council continues to strive to achieve lower levels of air pollution concentrations. Our First Air Quality Strategy was approved at Cabinet in July 2025 and is now publicly available. Information regarding the Strategy is on the link below:

[Air quality - Stockton-on-Tees Borough Council](#)

Air Quality in Stockton-on-Tees Borough Council

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

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

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

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

Stockton-on-Tees has a population of approximately 200,000 residents. Vehicle traffic is the main contributor towards air pollution within Stockton-on-Tees; emissions from vehicle traffic includes Oxides of Nitrogen (NO_x), Particulate Matter 10 (PM₁₀) and Particulate Matter 2.5 (PM_{2.5}). Stockton-on-Tees has two major roads which are the A19 which runs North and South through the Borough and the A66 which runs East and West through the Borough. As with most other Boroughs throughout the country there are roads within town centres which become busy at peak traffic times, roads which serve industrial estates which are used more frequently by heavy goods vehicles and roads which serve outlying villages and estates which are typically quieter and less congested.

Other sources of air pollution within Stockton-on-Tees arise from industrial sites, construction sites, residential properties, and non-road transport i.e. railways. Stockton-on-Tees is home to businesses which are regulated by the Environment Agency and the Local Authority under *The Environmental Permitting Regulations 2016* which produce emissions to air. The purpose of this regulation is to ensure that the businesses within the Borough are operating within set parameters to ensure that they are not excessively polluting the atmosphere which could have a detrimental impact upon the air quality or health of the residents within the Borough.

Stockton-on-Tees Borough Council monitor air quality using automatic monitoring sites at Stockton A1305 and Eaglescliffe as well as via diffusion tubes at multiple locations throughout the Borough.

The data from 2025 demonstrates the five year long-term annual mean NO₂ concentration levels have reduced at Stockton-on-Tees Eaglescliffe, whilst and Stockton A1305 has increased slightly compared to 2021. This trend in reduced levels of concentrations is also replicated at eleven out of twelve possible sites for diffusion tubes over the same time period as shown below:

Site ID	2021 NO ₂ Level	2025 NO ₂ Level	Subsequent Increase/Reduction in NO ₂ concentration levels	µg/m ³ Difference
Stockton-on-Tees Eaglescliffe	10.7	9.8	Reduction	-0.9
Stockton A1305	14.7	15.5	Increase	+0.8
S01	17.6	13.3	Reduction	-4.3
S02, S03 & S04	10.9	9.3	Reduction	-1.6
S05	20.1	29.0	Increase	+8.9
S06	18.0	15.1	Reduction	-2.9
S07	8.8	7.8	Reduction	-1.0
S08	18.0	14.3	Reduction	-3.7
S09	16.5	13.8	Reduction	-2.7
S10	35.1	26.9	Reduction	-8.2
S11	36.2	28.2	Reduction	-8
S12	29.6	25.2	Reduction	-4.4
S13	25.3	20.4	Reduction	-4.9
S14	23.5	18.9	Reduction	-4.6

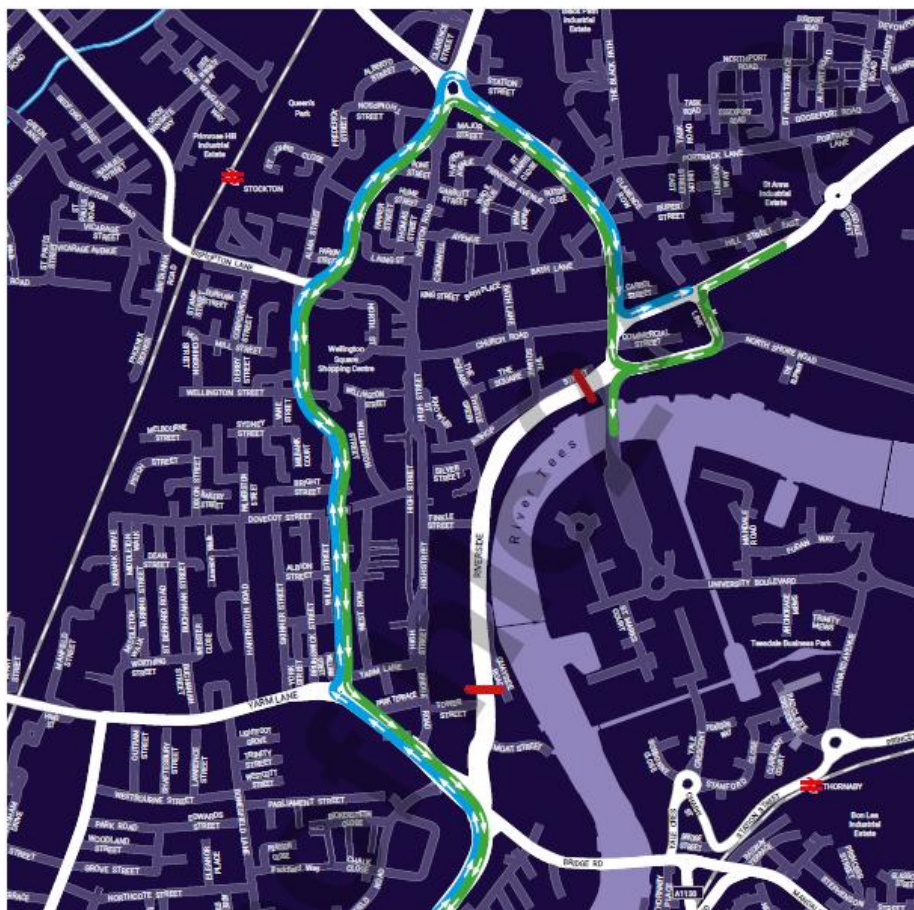
2025 annual mean levels of PM₁₀ at Stockton-on-Tees Eaglescliffe continuous site have increased when compared to 2021 data, this is demonstrated in the tables below:

Site ID	2021 PM ₁₀ Level	2025 PM ₁₀ Level	Subsequent Increase/ Reduction in PM ₁₀ concentration levels	µg/m ³ Difference
Stockton-on-Tees Eaglescliffe	13.5	15.8	Increase	+2.3

Annual mean PM_{2.5} levels at the Stockton A1305 site and the Eaglescliffe site have both recorded a long-term reduction when comparing 2025 data to 2021, as shown below:

Site ID	2021 PM _{2.5} Level	2025 PM _{2.5} Level	Subsequent Increase/ Reduction in Air Quality Levels	µg/m ³ Difference
Stockton-on-Tees Eaglescliffe	8.3	7.9	Reduction	-0.4
Stockton A1305	7.9	7.3	Reduction	-0.6

Although it is difficult to determine the exact cause for increases/ reductions at any monitoring point, it is believed that the increase in Nitrogen Dioxide at Stockton A1305 may be attributed to the traffic diversion which has been in place early 2024 due to construction works on Stockton Riverside. The diversion takes traffic onto the A1305 road which is directly past the Stockton A1305 monitoring site. From 15/01/2024 all HGV's were diverted onto the road shown below, whilst this diversion was then extended to all vehicles from May 2025 and has remained in place until June 2026. Therefore the increased vehicle movements at this location may have caused Nitrogen Dioxide levels to increase.



Stockton-on-Tees Borough Council do not need to declare an Air Quality Management Area as the concentration levels recorded for each pollutant in 2025 are significantly below the required threshold needed for declaring an Air Quality Management Area. Despite our relatively low levels of air quality across all pollutants monitored, we continue to strive to achieve lower levels of air pollution to protect the health of our residents; this is through work noted in table 2.2 and the measures set out in our first Air Quality Strategy 2025-2030.

In 2025 the Local Planning Authority approved 33 major planning applications where air quality considerations will have been given consideration where applicable as those sites may have potentially impacted the Borough's air quality levels either during construction or once they became operational.

A full list of the determined planning applications can be found in appendix C.

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. Detailed below are some proactive measures which Stockton-on-Tees Borough Council have been delivering over the last reporting period.

Air Quality Project

Stockton-on-Tees Borough Council are working on projects relating to air quality with the emphasis being on raising awareness of air quality and its links to ill-health.

In early 2024 our Key Stage Two air quality project was launched and all primary schools within the Borough were issued with a Key Stage Two lesson plan, assembly and leaflets relating to air quality and vehicle idling. In addition to this anti-idling signage was erected outside of each primary school within the Borough to discourage vehicle idling.

Stockton-on-Tees Borough Council's air quality campaign aims to raise awareness of air quality and the dangers of air pollution. Long term exposure to poor air quality can lead to health conditions such as cardiovascular and respiratory diseases, and can have a greater effect on young children, and so this campaign is an educational initiative which aims to educate students, parents and guardians on the importance of reducing air pollution, and to help improve the air quality around our schools.

The campaign has involved sharing Key Stage Two lesson plans for air quality with all primary schools in the Borough to enable classroom discussions to take place regarding the dangers of poor air quality. Officers from Environmental Health and Public health have also been attending schools to delivery Key Stage Two assemblies to children. To date the assemblies have been delivered to 4,767 pupils in Key Stage Two. The assemblies are interactive, fun, and designed to get the students thinking about air quality and addresses the small changes they can make to improve our local air quality. Students have been very engaged and have shown a great interest in the topic, and feedback from teachers has been positive. We aim to continue delivering these to schools across the Borough.

The campaign has also involved erecting 'no vehicle idling' signs outside of every primary school in the Borough to advise drivers to turn off their vehicle engines while waiting at schools. This has been followed up by Officers from Environmental Health, Public Health and the Enforcement Team undertaking educational anti-idling patrols with drivers to engage with those seen idling to address the risk to children's health of idling vehicles.

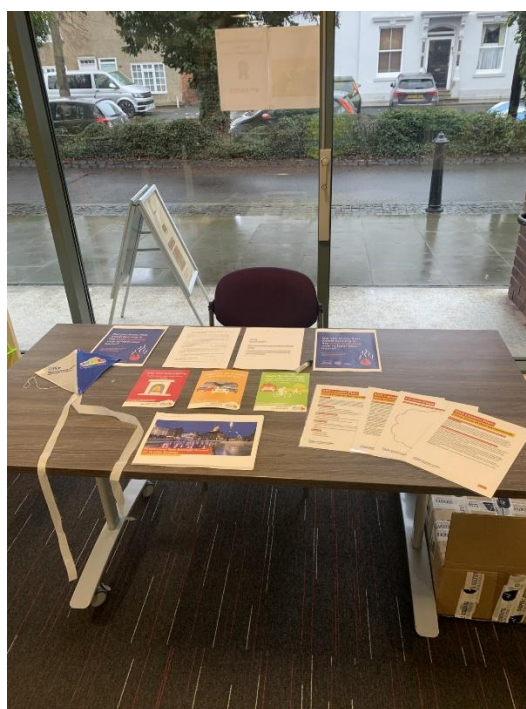
An idling vehicle can generate up to 150 balloons' worth of pollution in one minute and is particularly dangerous to young children due to their height, being close to vehicle exhausts.

To date over 140 drivers have been engaged with. The reception from the public has been positive, with parents and guardians making an active effort to ensure they turn off their engines when parked up. The introduction of our 'no vehicle idling' signs outside schools also advises people to turn off their engine, helping to further reduce air pollution in these areas. Upon completion of an anti-idling patrol the school reception are notified that a patrol has taken place with contact details left to contact Environmental Health should the school want any additional information or a follow-up assembly to be booked.

The project detailed above was nominated for the APSE Service Award 2025 in the category of 'Best Climate Action or Decarbonisation' initiative.

Air Quality Awareness Events

On 23rd January 2026 Stockton-on-Tees Borough Council's attended Norton library to raise awareness of the harms of air pollution. Where residents discussed air quality issues with Officers.



Clean Air Day 2026

On 18th June 2025 Stockton-on-Tees Borough Council participated in Clean Air Day. Information relating to Clean Air Day was shared with Community Health and Wellbeing Champions who have valuable connections within communities. Messages were also shared via the Healthy Schools newsletters to reach young people, parents/carers, and school staff and messages were displayed on the Council's social media pages and on internal channels within the Council.



Air Quality Strategy

Stockton-on-Tees Borough Council launched an Air Quality Strategy in July 2025 following extensive internal collaborations with various departments and a round of public consultation in March/April 2025. The Strategy runs from 2025 until 2030 and updates on the progress of each measure noted within the Strategy are reported yearly within our ASR submissions. The Strategy contains 42 key measures, with 85 actions to be undertaken to enable the key measures to be delivered. Within the first year of the Strategy going live the Local Authority has:

- 0 action's Aborted
- 21 actions which have no progress to report
- 6 actions which are in the planning phase
- 50 actions which are implemented/ on-going
- 7 actions which are fully complete.

The strategy is a forward-thinking document which aims to raise the awareness of air quality with residents of the Borough as well as working towards reducing air quality levels.

Information regarding the 2025- 2030 Air Quality Strategy can be found on our website using the link below:

[Air quality - Stockton-on-Tees Borough Council](#)

Full updates in relation to each measure listed within the Air Quality Strategy can be found below:

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
Monitoring, reporting and increasing awareness of air quality	1	Nitrogen Dioxide, PM2.5 & PM10 will be monitored throughout Stockton-on	Air quality levels will be monitored using continuous analysers.	Present-2030	Environmental Health	Implemented / On-going
			We will review all monitoring locations annually	Annually	Environmental Health	Implemented / On-going
			Should air quality levels regularly exceed National Objective values we will declare an Air Quality Management Area	Present-2030	Environmental Health	Implemented / On-going
	2	We will expand our air quality monitoring network.	Increase the number of diffusion tubes on the air quality monitoring network.	2025-2030	Environmental Health	Planning
	3	Progress relating to Air Quality levels and actions within the Air Quality Strategy will be reported annually.	Air quality levels will be reported annually within the Annual Status Report detailing current levels and trends.	Annually	Environmental Health	Implemented / On-going
			Progress in relation to the actions within this strategy will be reported annually within the Annual Status Report.	Annually	Environmental Health Air Quality Working Group	Implemented / On-going
			Annual Status Reports will be publicly available following DEFRA approval.	Annually	Environmental Health	Implemented / On-going
	4	Our Air Quality website and corporate social media channels will become platforms for sharing data and information.	Information relating to high pollution forecasts and high pollution episodes will be publicised.	2025-2030	Comms	Complete
			We will promote the locations of Electric Vehicle charging points within our Borough	2025-2030	Highways Comms	Complete
			Hourly air quality data will be accessible via our website.	2025-2030	Comms	Complete
			We will promote air quality campaigns on our website and social media channels.	2025-2030	Comms Environmental Health Public Health	Implemented / On-going
			We will make information available on our website relating to air quality.	2025-2030	Comms	Implemented / On-going
	5	We will discuss indoor and outdoor air quality with food businesses when required.	Guidance to be distributed via Environmental Health Officers during routine inspections, as required.	2025-2030	Environmental Health Public Health	Planning
	6	We will raise awareness of the risks of poor indoor air quality with best practice advice to be shared	We will raise awareness of indoor air quality	2025-2030	Environmental Health Public Health Comms	No Progress to Report
			We will work with local housing providers to offer advice, information and guidance about indoor air quality.	2025-2030	Environmental Health Public Health Comms	No Progress to Report

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
	7	We will work with schools to raise awareness and education around air quality and sustainability.	We will create education projects for secondary schools.	Present-2030	Env, Leisure and Green Infrastructure	No Progress to Report
			We will work with schools to encourage the uptake of the Let's Go Zero initiative	Present-2030	Env, Leisure and Green Infrastructure	Implemented / On-going
			We will deliver a Key Stage 2 educational package including assemblies, lesson plans and information for pupils and parents regarding anti-idling.	Present-2030	Environmental Health Public Health	Implemented / On-going
	8	We will support national campaigns whilst also creating our own air quality campaigns/ awareness sessions.	We will create and run our own campaigns as well as national campaigns for example bonfire night, anti-idling, indoor air pollution, Clean Air Day etc.	2025-2030	Environmental Health Public Health Comms	Implemented / On-going
			Campaigns will be delivered in person and/ or on social media.	2025-2030	Environmental Health Public Health Comms	Implemented / On-going
			We will raise awareness of the risks associated with air quality, to those who drive vehicles for a living e.g. hackney carriage and private hire driver as well as undertake taxi fleet driver training.	2025-2030	Environmental Health Public Health Licensing Comms	No Progress to Report
	9	We will work with allotment owners to raise awareness of air quality impacts associated with bonfires.	Work with Stockton-on-Tees Borough Council allotment sites.	2025-2030	Environmental Health	Planning
			Work with non-Stockton-on-Tees Borough Council allotments sites.	2025-2030	Environmental Health	Planning
	10	We will create a training course for residents and businesses in relation to Air Quality.	Create training course relating to air quality to raise awareness and promote behaviour changes.	2025-2030	Environmental Health Public Health Learning & Skills	No Progress to Report
Strategic Measures	11	We will explore ways to reduce our carbon footprint whilst working towards Net Zero emission targets	We will undertake a programme of improvement works on our built assets to reduce running costs and enhance energy efficiency performance.	2024-2030	Place Development	Implemented / On-going
			We will continue to promote the use of solar energy in our projects.	2024-2030	Env, Leisure and Green Infrastructure	Implemented / On-going
			We will implement measures set out in our Environmental Sustainability and Carbon Reduction Strategy.	2024-2030	Env, Leisure and Green Infrastructure	Implemented / On-going
			We will run Green Champions workshops to share good practice, promote sustainability in the workplace, reduce carbon	Present	Env, Leisure and Green Infrastructure	Implemented / On-going

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
			emissions and engage other members of staff.			
	12	We will develop a corporate travel plan	We will develop a corporate travel plan and adopt sustainable transport methods.	2024-2026	Highways	Implemented / On-going
	13	We will expand our Air Quality Working Group to ensure delivery of this Air Quality Strategy.	We will expand the Air Quality Working Group to ensure more Council services engage with reducing air quality levels and create sustainable changes for the Authority and residents.	2025-2030	Environmental Health	Implemented / On-going
			Members of the Air Quality Working group own actions within this Strategy which are to be implemented.	2025-2030	All	Implemented / On-going
	14	We will enhance staff knowledge in relation to indoor and environmental air quality.	A mandatory air quality training package will be created for all Stockton-on-Tees Borough Council employees.	2025-2030	Environmental Health Public Health Learning and Development	No Progress to Report
			We will report to Health & Wellbeing Board on key updates relating to air quality	2025-2030	Environmental Health Public Health	Implemented / On-going
	15	We will apply for external funding for grants relevant to Air Quality.	We will apply for grants such as DEFRA's Air Quality Grant to enhance awareness and/ or monitoring of air quality throughout the Borough.	2024-2030	Air Quality Working Group	No Progress to Report
	16	We will consider air quality within Joint Strategic Needs Assessments.	We will consider air quality within Joint Strategic Needs Assessments	2024-2030	All Public Health Health and Wellbeing Board	No Progress to Report
	17	We will take enforcement action and work to tackle fraud or mis-selling cases relating to green energy.	We will investigate cases of fraud or mis-selling of green energy such as solar panels or heat pumps. Enforcement action will be taken in accordance with our Enforcement policy.	2024-2030	Trading Standards	Implemented / On-going
	18	We will continue to implement and explore new digital technology.	New digital technology will be implemented for staff and service users which will reduce the number of vehicle trips throughout the Borough.	2024-2030	Digital Transformation	Implemented / On-going
	19	We will produce a Green Fleet and Sustainable Procurement Strategy.	We will produce a Green Fleet Strategy and Sustainable Procurement Strategy.	2025-2030	Fleet Air Quality Working Group	No Progress to Report

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
	20	A total life cost will be required for vehicles being purchased or leased.	We will request all potential suppliers to submit a total life cost (TLC) for vehicles being purchased or leased.	2025-2030	Fleet	Implemented / On-going
	21	We will reduce emissions from events	The Council's Event Service will endeavour to utilise local suppliers, where procurement policies allow, to reduce the carbon footprint	2025-2030	Events	Implemented / On-going
			The Council's Events Service will endeavour where possible to procure technical suppliers that offer the use of Solar and HVO generators to reduce the carbon impact to events delivery	2025-2030	Events	Implemented / On-going
			The Council will request, via the online 'Events on Council Land application' information on how the organisers event, will not adversely affect air quality.	2025-2030	Events	Implemented / On-going
Reduce emissions from Vehicles	22	We will tackle emissions from idling vehicles	An anti-idling strategy will be created for Stockton-on-Tees Borough Council regarding fleet vehicles and contractors	2025-2030	Air Quality Working Group	No Progress to Report
			Where applicable, new vehicles on Stockton-on-Tees Borough Council's fleet will be fitted with anti-idling equipment.	2025-2030	Fleet	Implemented / On-going
			Large contracts awarded through procurement will include a 'no vehicle engine idling' stipulation.	2025-2030	Procurement	Planning
			We will work with bus and coach operators to reduce unnecessary vehicle idling.	2025-2030	Highways	Implemented / On-going
			We will undertake educational patrols in relation to idling in hotspot locations such as schools, taxi ranks, coach drop off points etc.	2024-2030	Environmental Health Civic Enforcement	Implemented / On-going
	23	We will promote the use of car lease schemes offering zero and ultra-low emission vehicles internally.	We will promote the use of car lease schemes offering zero and ultra-low emission vehicles internally.	Present - 2030	Human Resources	Implemented / On-going
	24	We will implement local Hackney Carriage and Private Hire Licensing Policy	We will implement local Hackney Carriage and Private Hire Licensing Policy which requires the replacement of older vehicles for newer vehicles	Present - 2030	Licensing	Implemented / On-going
	25	We will explore ways to incentivise the Hackney Carriage and Private Hire trade	We will explore ways to incentivise the Hackney Carriage and Private Hire trade to purchase electric and hybrid vehicles	2024-2030	Licensing	No Progress to Report

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
	26	We will work with bus operators to upgrade their fleet and reduce emissions.	We will work with bus operators to introduce more green/ electric vehicles within Stockton-on-Tees highway infrastructure.	2024-2030	Highways	Implemented / On-going
	27	We will work with Tees Valley Combined Authority to develop an Electric Vehicle Strategy and implementation plan for the Tees Valley	We will work with Tees Valley Combined Authority to develop an Electric Vehicle Strategy and implementation plan for the Tees Valley	2025 - 2030	Highways	Implemented / On-going
	28	We will reduce vehicle emissions from our Fleet	We will reduce the number of vehicles within our fleet, and we will challenge the need for new vehicles.	From 2025	Fleet	Complete
			We will increase the number of electric vehicles within our fleet. Where any council department requires a fleet vehicle, they shall have at least one electric vehicle in their fleet by 2030 (if technology available meets the operational needs and budget)	From 2025	Fleet	Implemented / On-going
			We will replace Fleet vehicles to the latest Euro Emission Standard if electric vehicle is not an option.	From 2025	Fleet	Implemented / On-going
			Diesel vehicles will be purchased or leased if there are no low or zero emission options available that meet operational needs, have appropriate infrastructure available and can be purchased within available budget.	From 2025	Fleet	Implemented / On-going
			All non-electric/ emission producing fleet vehicles will be subject to a 5% yearly fuel consumption reduction target for each Council department.	From 2025	Fleet	No Progress to Report
			We will work to remove all diesel vehicles from the Councils fleet where appropriate/ green technology meets operational requirements in-line with the Council's Net Zero and Carbon Reduction Policy.	From 2025	Fleet	No Progress to Report
			Promote behavioural change, reducing mileage, size of fleet, optimise vehicle resources across departments	From 2025	Fleet	Implemented / On-going
			We will use technology to carryout checks, audits and inspections to reduce unnecessary journeys	2025-2030	Fleet	Implemented / On-going

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
			We will consider using Hydrotreated Vegetable Oil (HVO) fuel in our current fleet.	2025-2030	Fleet	Complete
	29	We will develop a local implementation plan as a sub strategy to the Tees Valley Strategic Transport Plan	We will write and consult on a local implementation plan for Stockton-on-Tees	2024-2025	Highways	Complete
	30	We will upgrade Urban Traffic Management Control Systems	Stockton-on-Tees Borough Council will work to upgrade Urban Traffic Management Control Systems which will allow the implementation of traffic management schemes and strategies which reduce traffic congestion and air quality.	Present - 2026	Highways	Implemented / On-going
	31	We will promote active travel	We will promote active travel to reduce road emissions.	2024-2030	Highways Public Health Fleet Comms	Implemented / On-going
			To continue promoting the work of The Active Travel Hub which supports cycle and walking routes.	2024-2025	Highways Public Health Comms	Implemented / On-going
	32	We will invest, support and monitor the installation of new cycle route infrastructure.	We will invest in and monitor the installation of new cycle routes to reduce road emissions.	Present-2030	Highways	Implemented / On-going
Reduce emissions from domestic, industrial and agricultural sources	33	We will review Smoke Control Boundaries within the Borough.	Identify areas where significant development has taken place outside of existing smoke control areas and where necessary either create new smoke control areas or expand existing smoke control areas.	2025-2030	Environmental Health	No Progress to Report
	34	Allegations of non-compliance within Smoke Control Area will be investigated and enforcement action will be taken where appropriate.	Enforcement action will be followed in accordance with Stockton-on-Tees Borough Council's Enforcement Policy where advice and education is unsuccessful and there is continual non-compliance in relation to the requirements of a Smoke Control Area.	2025-2030	Environmental Health	Implemented / On-going
	35	We will ensure retailers selling solid fuel for use within domestic properties display the 'Ready to Burn' logo on their products.	We will undertake inspections of retailers to ensure the 'Ready to Burn' logo is on solid fuel	Ongoing to 2030	Environmental Health	No Progress to Report
			We will take enforcement action in accordance with Stockton-on-Tees Borough Council's Enforcement Policy for repeated non-compliance.	Ongoing to 2030	Environmental Health	No Progress to Report

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
	36	We will engage with the farming industry to reduce agriculture emissions	We will encourage farmers to follow the Code of Good Agriculture Practice for Reducing Ammonia Emissions produced by DEFRA.	2025-2030	Environmental Health	No Progress to Report
	37	We will work to minimise emissions from industrial processes which hold a Part B permit.	Undertake a programme of inspections and respond to complaints.	Present-2030	Environmental Health	Implemented / On-going
			Take appropriate enforcement action for repeated non-compliance	Present-2030	Environmental Health	Implemented / On-going
			Permits will be reviewed and updated following new “Best Available Techniques” or updated Process Guidance Notes released by DEFRA	When Applicable	Environmental Health	Implemented / On-going
			We will work with industries including those who hold a Part B permit to educate and where required assist with achieving net zero	2025-2030	Environmental Health Env, Leisure and Green Infrastructure	No Progress to Report
New developments, construction and planning	38	We will implement a new Local Plan with strong links to Air Quality and Environmental Sustainability	A new local plan will be created which will detail requirements for planning applications for developers in relation to air quality.	2025-2030	Planning	Planning
	39	We will utilise the planning system to ensure emissions associated with construction, demolition and operational phases of development are minimised	Low emission strategies for construction sites will be requested to reduce emissions from Non-Road Mobile Machinery during both planning application and/ or Section 61 applications.	2025-2030	Environmental Health	No Progress to Report
			New developments will incorporate good neighbourhood design to minimise vehicle journeys.	2025-2030	Place Development	Implemented / On-going
			We will promote the use of Heat Pumps on new developments via the planning system.	Present to 2030	Env, Leisure and Green Infrastructure	Implemented / On-going
			We will encourage the provision of Electric Vehicle charging points in new developments.	Present to 2030	Env, Leisure and Green Infrastructure	Complete
			We will request air quality assessments and mitigation measures for developments and demolitions which will likely impact upon air quality levels	Present to 2030	Environmental Health	Implemented / On-going
			We will review and update our Air Quality planning conditions.	Annually	Environmental Health	No Progress to Report

Priority	No	Strategy action	Action	Time Scale	Responsibility	Progress
	40	We will develop an Air Quality/ Low Emission Technical Advice Note to accompany the new Local Plan.	We will utilise local air quality data to develop a Technical Note to accompany the local plan. The note will include the use of shelter belts to reduce emissions of particulates and minimise erosion which may be funded through grants from the Woodland Trust	2025-2030	Planning	Aborted
	41	We will ensure chimney stacks for wood burners discharge at appropriate heights.	To assess applications where chimneys are proposed to ensure smoke dispersal at 1 metre above the height of the eaves of a building.	Present to 2030	Environmental Health	No Progress to Report
	42	We will follow new national planning guidance to improve air quality	We will ensure new developments are considered in accordance with any new national planning policies or guidance relating to air quality	Present to 2030	Planning	Implemented / On-going

Conclusions and Priorities

Both the continuous monitoring sites located at Stockton A1305 and Eaglescliffe recorded higher annual mean Nitrogen Dioxide concentrations in 2025 compared to 2024. Stockton A1305 recorded the highest annual mean concentration for Nitrogen Dioxide ($15.5\mu\text{g}/\text{m}^3$). Annual mean concentrations of Nitrogen Dioxide recorded at diffusion tube sites showed improvements at eleven out of fourteen possible locations when comparing 2025 data to 2024 data, the highest reading from a diffusion tube was S05- Thornaby Road which recorded $29.0\mu\text{g}/\text{m}^3$, this location has historically recorded significantly lower levels and the rationale for such an increase is unknown at this time but will be monitored for any unusual trends in 2026. The levels recorded across all sites for Nitrogen Dioxide are below the National Objective of $40\mu\text{g}/\text{m}^3$ therefore Stockton-on-Tees has recorded no exceedance for this pollutant.

Annual mean PM_{10} levels at Eaglescliffe increased from $13.3\mu\text{g}/\text{m}^3$ in 2024 to $15.8\mu\text{g}/\text{m}^3$ in 2025, the annual objective for this pollutant is $40\mu\text{g}/\text{m}^3$ therefore the annual objective is not exceeded and Stockton-on-Tees Borough Council continues to remain significantly below the annual objective.

Annual mean $\text{PM}_{2.5}$ levels increased at Stockton-on-Tees Eaglescliffe with levels at $7.9\mu\text{g}/\text{m}^3$ in 2025 compared to $6.9\mu\text{g}/\text{m}^3$ in 2024. $6.9\mu\text{g}/\text{m}^3$ in 2024 was the lowest level ever recorded at this site. The annual mean at Stockton A1305 reduced from $8.3\mu\text{g}/\text{m}^3$ in 2024 to $7.3\mu\text{g}/\text{m}^3$ in 2025. *The Environment Act 2021* sets a 2028 interim target value of $12\mu\text{g}/\text{m}^3$ with a legally binding value of $10\mu\text{g}/\text{m}^3$ by 2040. The levels recorded within Stockton-on-Tees for $\text{PM}_{2.5}$ at both sites are a good indication that both the interim target and legally binding target will be achieved by the respective dates.

Stockton-on-Tees Borough Council are working hard to maintain and improve the exceptional air quality levels recorded throughout the Borough. We continue to work with our local partners and internal colleagues to implement new schemes in order to improve air quality levels further to protect the health of our residents.

How to get Involved

Emails have been sent to all primary schools within Stockton-on-Tees advising them of our Key Stage 2 air quality project, many schools have engaged with this and subsequently invited Officers to deliver assemblies to their students. Schools can contact Environmental Health to arrange for an assembly by emailing ks2airquality@stockton.gov.uk

Whilst Officers are conducting anti-idling patrols outside of schools as part of the on-going Key Stage 2 project there is the opportunity for residents, businesses and schools alike to engage with Officers and request additional patrols, assemblies or information. After each patrol schools are notified that a patrol has taken place outside of their school and if they wish for more information or an assembly to be booked as a follow-up to contact Environmental Health.

Residents can contact the Local Authority at any time to discuss air quality where their queries will be answered, the best way to do this is to email:

Environmental.Health@stockton.gov.uk

Businesses are encouraged to consider the benefits of car sharing amongst employees which will contribute towards reducing the number of vehicle movements on the Borough's roads.

Residents are encouraged to consider environmentally friendly alternatives to traditional transport such as using public transport, walking, cycling, car sharing, where possible working from home and purchasing green vehicles. Residents can also ensure their vehicles are less likely to emit pollution by adopting the following steps:

- Remove unnecessary weight from the vehicle as this will make the engine work harder and burn additional fuel.
- Avoid using air conditioning as this increases fuel consumption.
- Avoid idling and turn off the engine when in traffic jams.
- Avoid idling to heat the car as this wastes fuel.
- Change gears at low revs as this will create fewer emissions.
- Fit a particulate trap to diesel vehicles and this will reduce the levels of emissions produced by the vehicle.

Council Members continue to show a keen interest in air quality levels within their respected constituent areas and contact Environmental Health about this. Any proposals put forward by Council Members regarding possible new monitoring locations are considered by Environmental Health when annually reviewing the diffusion tube monitoring locations.

Useful links containing further information can be found at:

- **The Hub**, Stockton-on-Tees, which is an active travel centre aimed at making it easier for residents to walk and cycle around the Borough, please visit [The Stockton-on-Tees Active Travel Hub \(thehubstockton.com\)](https://thehubstockton.com)
- **Stockton-on-Tees Borough Council** for information regarding Public and Community transport which includes an additional link to Connect Tees Valley which displays information about various methods of transport within the Tees Valley. Please visit [Public and community transport - Stockton-on-Tees Borough Council](#)
- **Tees Valley: Travel** for information about public transport, walking, cycling and electric vehicles in the Tees Valley [Travel & Transport in Tees Valley](#)
- **Stockton-on-Tees Borough Council** for further information regarding Energy Saving Schemes and Advice [Energy saving schemes and advice - Stockton-on-Tees Borough Council](#)
- **DEFRA** using the air pollution forecast [Home - DEFRA UK Air - GOV.UK](#)
- **DEFRA** to learn more about air pollution and the impacts which it can have on health [About Air Pollution - DEFRA UK Air - GOV.UK](#)
- **Clean Air Hub** to find out more information about air quality [Clean Air Hub | Global Action Plan](#)

The Local Authority also has three established Climate Coalitions which are three individual (but complimentary) climate coalitions; this enables us to commence work on the wider Borough ambition of the Environmental Sustainability Strategy. The coalitions will start the process of wider communication to tackle the second ambition of the strategy, to encourage and inspire residents, businesses, and other organisations to adopt practices and take positive action which will contribute to an environmentally sustainable Borough.

The three coalitions are:

- **Communities Coalition.** This is in partnership with Catalyst and promotes the work of local groups taking action on environmental issues encouraging others to participate.
- **Business Coalition.** Working alongside our Inclusive Growth team we are delivering a business coalition to share good practice and opportunities for funding, learning and making businesses more sustainable.

- **Creative Coalition.** Led by The ARC. This coalition is encouraging all groups within the creative sector to consider and take action upon their emissions as well as producing work with environmental themes.

Further information can be found at <https://www.stockton.gov.uk/climate-coalitions>

Let's Go Zero

Our Environment, Leisure and Green Infrastructure team are working closely with schools across the Borough to try and sign them up to Let's Go Zero in order to reduce emissions and to help schools fight climate change. To date, 38 schools throughout the Borough have signed up to the campaign and the Authority has become an official supporter of the campaign. A complementary School Sustainability Leads Network has also been established to provide additional support to schools. More information can be found at:

<https://letsgozero.org/>

Greener Governance

Greener Governance is a training course delivered to all school governors and trustees.

For the academic year 2026/7 we are asking every governing board to make the Greener Governance pledge to:

- reduce carbon at your school or trust;
- put your school's or trust's contribution to environmental sustainability on the agenda; and
- ensure a climate action plan is developed to make this happen in 2026.

For further information on this please contact Stockton Council switchboard on 01642 393939 and ask for a member of the Environment, Leisure and Green Infrastructure Team.

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1 Local Air Quality Management

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

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Stockton-on-Tees Borough Council to improve air quality and any progress that has been made.

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

Stockton-on-Tees Borough Council currently does not have any declared AQMAs. A local Air Quality Strategy was launched in July 2025 to prevent and reduce polluting activities. Information regarding the Air Quality Strategy is available at on our website using the link below:

[Air quality - Stockton-on-Tees Borough Council](#)

Table 2.1 – Declared Air Quality Management Areas

Stockton-on-Tees Borough Council do not have an Air Quality Management Area.

2.2 Progress and Impact of Measures to address Air Quality in Stockton-on-Tees Borough Council

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

*"On the basis of the evidence provided by the local authority the conclusions reached are **accepted** for all sources and pollutants. Following the completion of this report, Stockton-on-Tees Council should submit an Annual Status Report in 2026".*

The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

- 1. SoTBC has included last year's ASR appraisal comments and have addressed them. This is encouraged.**

This approach has been adopted within this 2026 Annual Status Report.

- 2. SoTBC has stated that throughout 2024 the diffusion tube calendar was adhered to at all times. This is commended.**

No Comment.

- 3. Clear maps of monitoring locations have been included within the report. This is commended.**

This approach has been adopted within this 2026 Annual Status Report.

- 4. A screenshot of the national bias adjustment database has not been included. This is recommended so the correct bias adjustment factor can be confirmed.**

This was missed in error in the 2025 Annual Status Report and has been included within this Annual Status Report.

- 5. It seems that robust and accurate QA/QC procedures have been used; the national adjustment bias has been determined and justified, this is welcomed.**

No Comment.

- 6. Although it is not a requirement, SoTBC has provided monitoring data for benzene in the borough, trends have been presented and discussed. This is commended.**

Benzene data continues to be monitored within the Borough and has been reported within this years Annual Status Report.

- 7. *The ASR confirms that the Stockton-on-Tees Borough Council continues to experience good air quality with no exceedances of any relevant air quality objectives and provides evidence that an AQMA is still not required. They have provided an update on their prospective Air Quality Strategy in 2025 ASR.***

The Air Quality Strategy went live in July 2025 and updates on its progress are reported within this years Annual Status Report.

- 8. *A variety of trend graphs have been incorporated within the ASR, showing comparison to the Air Quality Objectives. This is commended.***

This approach has been applied within this years Annual Status Report.

- 9. *The ASR has been sent to the Director of Public Health but has not received sign off yet. Although not a requirement, it is recommended the ASR gets their approval for collaboration and consultation purposes.***

No Comment.

- 10. *Reference to the Public Health Outcomes Framework has been made and this practice should continue going forward. This is commended.***

This approach has been applied within this years Annual Status Report.

Stockton-on-Tees Borough Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. 40 measures are included within Table 2.2, with the type of measure and the progress Stockton-on-Tees Borough Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

Key completed measures are:

- Our first Air Quality Strategy was launched in July 2025 and the authority has since been working to implement measures set out within the Strategy.
- Key Stage Two assemblies have now been delivered to 4,767 Key Stage 2 students.
- The Council took part in Clean Air Day.

Stockton-on-Tees Borough Council expects the following measures and priorities to be completed over the course of the next reporting year:

- The adoption of changes brought in via the Environment Act in relation to enforcement of smoke control areas and the sale of controlled fuels.
- We will prioritise implementing measures detailed within our approved 2025- 2030 Air Quality Strategy, within this a priority is in relation to a training package for staff within Stockton-on-Tees Borough Council in relation to air quality.
- We will support National Clean Air Day to raise awareness of air quality.

Stockton-on-Tees Borough Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Local Primary Schools

The principal challenges and barriers to implementation that Stockton-on-Tees Borough Council anticipates facing are limitations on financial and staff resources.

Progress on the following measures has been slower than expected

- The adoption of changes brought in via the Environment Act. This is due to the prioritisation of the Air Quality Strategy. Work did commence in relation to the sale of controlled fuels whereby letters were wrote to all identified businesses and initial follow up visits were undertaken, then due to staff resources at the time this work stopped and needs to be re-started.

Additional air quality measures are considered as part of the Strategic Transport Plan for the Tees Valley and Stockton Councils 10 year Environmental Sustainability and Carbon Reduction Strategy, further information relating to both of these can be found on the links below:

- [STP-Main-Report-Design-Jan20-4.pdf \(teesvalley-ca.gov.uk\)](#)
- [Stockton Borough Council: Our Plans](#)

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
35	Implementing Changes brought in through the Environment Act 2021	Policy Guidance and Development Control	Other policy	2023	2023	Environmental Health, Local Authority	Local Authority	Funded	£10k - 50k	Implementation	The Environment Act introduced changes to legislation whereby smoke from a building is now a civil penalty instead of criminal, statutory nuisance can be used for smoke from residential properties and retailers are to notify customers of offence of buying controlled fuels for use in a SCA	No of informal and formal action needed	Information distributed to retailers regarding new requirements.	N/A
32	Air Quality Strategy	Policy Guidance and Development Control	Other policy	2023		Local Authority	Local Authority	Not Funded		Implementation	Stockton Council will produce an Air Quality strategy detailing ways in which the Authority will work to improve air quality levels within the Borough	Actions/ measures detailed within the Strategy	Air Quality Strategy went live in July 2025 and will remain in place until 2030. Stockton-on-Tees Borough Council are now working to implement measures approved within the Strategy.	N/A
11	National Air Quality Day	Public Information	Other	2022	2023	Local Authority- Various Partners	Local Authority Funding	Not Funded	< £10k	Implementation	To make the public aware of clean air day and to encourage various measures to improve air quality	No of 'contacts' through messages/ interventions	Stockton-on-Tees Borough Council have ran Clean Air Day 'events' in person and online in 2023, 2024 and 2025. In 2026 social media posts were published.	N/A
1	Licensed vehicles age restriction policy	Policy Guidance and Development Control	Other policy	2020	On-going	Local Authority- Licensing Department	N/A	Not Funded		Implementation	To control and minimise the age of licensed vehicles and to encourage the use of newer vehicles which produce less emissions	Number of vehicles replaced per year	25-26 – 244 licensed vehicles removed from fleet of varying ages 24-25 - 278 New / replacement licensed vehicles added Minimum Euro 6 emissions	Financial impact upon trade and some Authorities do not have a similar policy which may result in trade going to other Authorities.
2	Air Quality assessments to be undertaken for major planning developments including potential airborne contaminants which are assessed through the contaminated land regime.	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2019	On-going	Local Authority- Environmental Health & Planning Department	Local Authority Funding	Not Funded		Implementation	To minimise emissions as a result of planning approvals	Number of Air Quality & contaminate land reports & major planning applications assessed per year.	Air Quality assessments, contaminated land reports and major applications are assessed each year. A full list of these major applications can be found in the main body of the ASR.	N/A
3	Undertake a review of current planning conditions relating to demolition, construction and development	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2020	On-going	Local Authority- Environmental Health & Planning Department	Local Authority Funding	Not Funded		Completed	Improve conditions to minimise air quality impact of demolition/ construction related air quality pollutants	No KPI	New conditions to be used when amended. A review of existing conditions has not taken place in 2025.	N/A
4	Bus partnership working	Traffic Management	Strategic highway improvements, re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2020	On-going	Tees Valley Combined Authority & Bus operator and other Local Authorities in Tees Valley.	Tees Valley Combined Authority	Funded	£1 million - £10 million	Implementation	Tees Valley combined Authority to encourage better use of public transport and encouraging the use of greener vehicles.	N/A	Stagecoach depot now only operates electric vehicles in Stockton (42 buses). Highway improvement schemes to benefit buses being designed currently due to be implemented in 2027.	Measure is not complete, it is in progress, delivery in 2026-27.
5	Combined authority actions on Air Quality	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce	2019	On-going	Tees Valley Combined Authority	Tees Valley Combined Authority & DFT	Funded	£1 million - £10 million	Planning	Use of hydrogen and greener fuels to power vehicles, reducing the levels of emissions	N/A- The initial trials are in neighbouring authorities	No update to report in 2026	N/A

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
			emissions and improve air quality								produced by diesel and petrol vehicles			
6	Urban Traffic Management Control traffic signalling	Traffic Management	UTC, Congestion management, traffic reduction	2020	On-going	Tees Valley Combined Authority &, Stockton-on-Tees Borough Council & Middlesbrough Council	Tees Valley Combined Authority & DFT	Funded	£100k - £500k	Implementation	Smart technology in traffic signalling to prevent and control traffic congestion.	No of connected assets.	Implementation stage started 2023, ongoing until 2026. There are currently 175 assets connected. Journey reduction times within Stockton have reduced at three locations by 3795 hours.	N/A
7	Electric Vehicle Charging Point infrastructure development	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2010	On-going 2040	Local Authority & Tees Valley Combined Authority	Tees Valley Combined Authority	Funded	£100k - £500k	Implementation	To increase the availability of electric charging points for users of electric vehicles. This will reduce vehicle emissions from petrol and diesel vehicles	Number of Kwh charging sessions.	35 Public charging points have been installed within Stockton-on-Tees Borough Council's district since the start of 2023. 57 chargers are installed on Council Land.	Suitability of sites for EV charge points.
8	SBC Fleet Management & Electric Vehicles & other alternative fuel vehicles	Promoting Low Emission Transport	Other	2009	2030	Local Authority, Tees Valley Combined Authority.	Local Authority Funding	Funded		Implementation	Reduce levels of vehicle emissions from petrol and diesel vehicles	CO2 reduction per year.	7 electric vehicles, 4 hybrid, 1 electric library bus & 8 alternative fuel vehicles (petrol from diesel).	Capital finance, operational needs, vehicle availability & infrastructure
9	Introduction of electric bin wagon	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	2021	2028	Local Authority, Electra	Local Authority Funding	Funded	£100k - £500k	Implementation	Reduction in CO2 levels. Electric Bin wagon (contract hire)	No CO2 from electric bin wagon in comparison to normal diesel bin wagon (approx 12,000 miles per year & approx 21 tonnes per day, four times per week).	1 x contract hire electric bin wagon (on hire for 7 years).	Infrastructure & cost
10	Public Health England Air Quality Tool	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2020		Local Authority & Public Health England	N/A	Not Funded		Completed	A tool to predict financial impact of air pollution for NHS and Social Care.	No KPI	No longer in use - tool last updated in 2018, unlikely to have accurate predictions of cost to NHS and Social care of air pollution. Does not need to be included in future reports	N/A
11	National Air Quality Day	Public Information	Other	2022	2023	Local Authority- Various Partners	Local Authority Funding	Not Funded	< £10k	Implementation	To make the public aware of clean air day and to encourage various measures to improve air quality	No of 'contacts' through messages/ interventions	Stockton-on-Tees Borough Council have ran Clean Air Day 'events' in person and online in 2023, 2024 and 2025. In 2026 social media posts were published.	N/A
12	SBC Working from home policy	Promoting Travel Alternatives	Encourage / Facilitate home-working	2010	On-going	Local Authority	Local Authority	Not Funded		Implementation	SBC employees have the option to work from home which reduces the number of vehicle movements throughout the Borough during the working week as employees therefore do not need to travel into offices	Measure number of employees who work from home per calendar year	Employees can work from home on a 60:40 split. The trial has been complete and is now implemented.	Some job roles will not be suitable for home working.
13	Defra taxis clean air zone	Promoting Low Emission Transport	Low Emission Zone (LEZ)	2020	On-going	Local Authority Licensing Department and Defra	Defra funded	Funded	< £10k	Implementation	Reporting to Defra licensed vehicles and emission standards to use for producing fines for clean air zones	Completing weekly data returns to DEFRA	On-going.	N/A
14	Urban Traffic Management Control traffic signalling- Variable Message Signs	Traffic Management	UTC, Congestion management, traffic reduction	2020	On-going	Tees Valley Combined Authority, Stockton-on-Tees Borough Council and Middlesbrough Borough Council	Tees Valley Combined Authority	Funded	£10k - 50k	Implementation	Use of variable message signs to direct traffic to less congested areas.	No KPI	Scheme has now been implemented. Mobile & fixed now available and in use.	N/A

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
15	Bus Corridor Improvements	Transport Planning and Infrastructure	Bus route improvements	2020	2027	Tees Valley Combined Authority, SBC Highways, Bus Operators	Tees Valley Combined Authority and other Government Grants	Funded	£500k - £1 million	Planning	Reduction in single occupancy vehicle journeys	Bus network stability.	Working on design of schemes at Ingleby Way/Thornaby Road and Bridge Road/Mandale Road.	Some conflicts with reallocation of road space to active travel.
16	Tees Valley Capability Fund	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2021	2030	Tees Valley Combined Authority & Other Local Authorities	Government Grant	Funded	£100k - £500k	Implementation	Electric bikes, promotion of cycling and walking. Reduction in single occupancy vehicle journeys	Cycling and walking counts	New proposal is due to start August 2026.	N/A
17	Cycling and Walking infrastructure plan	Promoting Travel Alternatives	Promotion of cycling	2021	2027	Tees Valley Combined Authority, Stockton-on-Tees Borough Council & Thornaby Town Council.	Tees Valley Combined Authority, Levelling up Fund & Town deal.	Funded	£1 million - £10 million	Planning	Corridor cycling and walking improvements	No of cycling and walking counts	Following schemes in advanced design: Thornaby to Stockton, Stockton Town Centre Links, Cowpen Bewley to Wolviston	N/A
18	Community Transport Electric Vehicles x 2	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2020	2027	Local Authority	Government Grant/ Tees Valley Combined Authority	Funded	£50k - £100k	Implementation	Reduction in CO2 levels from electric vehicles compared to diesel vehicles	No CO2 from electric cars in comparison to normal diesel cars	2 x electric vehicles implemented. Since the 2022 ASR there is also an additional electric van in bereavement services and one in street cleansing.	N/A
19	Environmental Sustainability and Carbon Reduction Strategy	Policy Guidance and Development Control	Other policy	2022	2032	Local Authority, Environment, Greenspace and Leisure Team	Local Authority	Partially Funded		Implementation	Wide ranging strategy development, actions and measure planning taking place		Delivery of action plan.	Financial constraints.
20	Biodiversity Net gain	Policy Guidance and Development Control	Other policy	2022		Local Authority	N/A	Not Funded		Planning	Mandatory 10% net gain on all housing schemes. Habitat, tree planning etc introduced into sites	Track & Monitor what is agreed	A mandatory requirement is now in place for this measure.	N/A
21	Dunedian House Relocation Travel Plan	Promoting Travel Alternatives	Workplace Travel Planning	2022	2030	Local Authority	Local Authority Funding	Partially Funded	< £10k	Planning	Council proposes to re-locate all services into one office as part of town centre redevelopment. Staff and visitor travel planning is part of the workstream for transport	To be developed, % of staff travelling to site via sustainable modes.	Completed in July 2024	N/A
22	Solar Panels on depot at Cowpen	Other	Fleet efficiency and recognition schemes	2022	2032	Local Authority	Local Authority Funding	Funded	£100k - £500k	Completed	Going to charge the charging points & supplying building assets for electric vehicles and feed back into the grid	Comparisons on energy efficiency, leading to carbon reduction.	Scheme delivered.	N/A
23	Vehicle replacements to latest Euro Emission Standard if alternative vehicles are not brought onto fleet	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2017	2030	Local Authority	Local Authority Funding	Funded	£1 million - £10 million	Implementation	Vehicle replacements to Euro 6 emission standard if alternative fuel vehicles are not viable/available.	Measure No. of Euro 6 vehicles in fleet	Approx 98% of SBC fleet are Euro 6 vehicles	Manufacturing delays and restraints. Uncertainty regarding service's delivery. Financial constraints.
24	Tree Planting	Other		2021	2030	Local Authority	Local Authority, Urban tree challenge fund, Local Authority Treescape Fund	Funded		Implementation	Reduction of Carbon Dioxide from atmosphere, absorbing particulates and proving oxygen.	No. of trees planted	Up to 2024 there has been approx. 30,000 trees planted. No update for 2026.	N/A
25	Public Health Team CPD session	Other		2021	On-going	Local Authority Environmental Health, Local Authority Public Health	N/A	Not Funded		Completed	To make the public health team aware of the health impacts of poor air quality for use in their work	No KPI	CPD Session took place in July 2024. To be repeated annually after ASR.	Scheduling appropriate session with PH Team in monthly CPD sessions
26	Licensed vehicles age restriction policy	Policy Guidance and Development Control	Other policy	2022	2026	Local Authority- Licensing Department	N/A	Not Funded		Completed	Departure from current policy considered which increases age	Number of departure from policy agreed	Licensing policy was reviewed to allow hybrid, electric and LPG	N/A

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
											policy for Hybrid vehicles to encourage these vehicles rather than full petrol.		vehicles to remain on fleet indefinitely subject to vehicle checks.	
27	Solar Panels on roof at Ingleby Barwick Leisure Centre.	Other	Other	2022	2024	Local Authority	Local Authority Funding	Funded	£100k - £500k	Completed	Going to create electricity for the building leading to sustainability and carbon reduction	Comparisons on energy efficiency, leading to carbon reduction.	Scheme delivered.	N/A
28	SBC Staff car lease scheme	Promoting Low Emission Transport	Other	2022	2030	Local Authority	Local Authority Funding	Partially Funded		Implementation	Specified low emissions or electric vehicles only as part of the scheme and the scheme is open to all permanent members of SBC staff	Number of people who have joined the scheme	Scheme has gone live with SBC employees joining the scheme. Since going live 157 vehicles have been delivered.	N/A
29	Electric Library Bus	Promoting Low Emission Transport	Other	2022	2024	Local Authority	Local Authority Funded	Partially Funded	£100k - £500k	Completed	An electric library bus is on order	Measure No of miles p/year	Electric library bus has been delivered and is operational.	N/A
30	Climate Coalition	Other	Other	2023	2032	Local Authority	Local Authority Funded	Funded	< £10k	Implementation	We have four climate coalitions in operation, each will deliver an action plan in order to achieve the outcome of the Environmental Sustainability Strategy.	Completed Actions	All four are operating.	N/A
31	Solar4Schools	Other	Other	2023	2024	Local Authority	Solar4Schools	Funded	£100k - £500k	Planning	Going to create electricity for the building leading to sustainability and carbon reduction	Comparisons on energy efficiency, leading to carbon reduction.	Solar for schools is on-going, awaiting final approval. 38 schools signed up to Lets Go Zero. Facilitating School Sustainability leads group to share good practice.	N/A
32	Air Quality Strategy	Policy Guidance and Development Control	Other policy	2023		Local Authority	Local Authority	Not Funded		Implementation	Stockton Council will produce an Air Quality strategy detailing ways in which the Authority will work to improve air quality levels within the Borough	Actions/ measures detailed within the Strategy	Air Quality Strategy went live in July 2025 and will remain in place until 2030. Stockton-on-Tees Borough Council are now working to implement measures approved within the Strategy.	N/A
33	Supplementary Planning Guidance Documents	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2023	2024	Local Authority	Local Authority	Not Funded		Aborted	Environmental Health and colleagues from the Planning Policy team are going to create supplementary planning guidance documents regarding air quality and construction dust control	Number of developments which are approved following detailed guidance laid out within the guidance documents.	SPG no longer required due to proposed changes to the local plan.	N/A
34	Key Stage Two Lesson Plans	Promoting Travel Alternatives	Other	2022		Local Authority	Local Authority	Funded	< £10k	Implementation	Environmental Health have created a KS2 lesson plan which is to be delivered within all local primary schools, hopefully for school year 23/24. There will also be education on active travel and work around anti-idling outside of schools	No of schools which deliver the lesson plan	Key Stage 2 project commenced March 2024, to date (June 202), there has been assemblies delivered to 4,767 pupils along with over 140 drivers engaged with as part of anti-idling patrols outside of schools	N/A
35	Implementing Changes brought in through the Environment Act 2021	Policy Guidance and Development Control	Other policy	2023	2023	Environmental Health, Local Authority	Local Authority	Funded	£10k - 50k	Implementation	The Environment Act introduced changes to legislation whereby smoke from a building is now a civil penalty instead of criminal, statutory nuisance can be used for smoke	No of informal and formal action needed	Information distributed to retailers regarding new requirements.	N/A

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
											from residential properties and retailers are to notify customers of offence of buying controlled fuels for use in a SCA			
36	Licensed vehicles age restriction policy	Policy Guidance and Development Control	Other policy	2022	2026	Local Authority-Licensing Department	Local Authority	Not Funded		Implementation	Hackney Carriage and Private Hire Licensing Policy reviewed removing age restrictions for Electric / Hybrid and LPG Vehicles	Increase in Electric / Hybrid and LPG Vehicles	Ongoing. Total 824 licensed vehicles on fleet Current Fleet fuels types: 388 diesel vehicles on fleet 7 petrol vehicles on fleet 1 LPG vehicle on fleet 428 hybrid / electric vehicles on fleet An increase of 407 hybrid and electric vehicles to fleet since the policy change in Nov 22 (75).	Safety of vehicle remains primary, but removing the age limit of a small selection of lower emission vehicles will make these vehicles more appealing financially.
37	Air Quality Working Group	Other	Other	2022	On-going	Local Authority	Local Authority	Not Funded		Implementation	The Authority has an established Air Quality Working Group which meets on a regular basis comprising of the Heads of Service from Environmental Health, Fleet Management, Highways, Planning, Public Health, Planning and Environment & Leisure whose purpose is to further improve the Air Quality within the Borough in order to protect Public Health.	No of meetings/ actions per year	In 2024 the Air Quality working group was stood down whilst the Air Quality Strategy was a priority.	N/A
38	Part B Inspections	Environmental Permits	Other	2022	On-going	Local Authority	Local Authority	Not Funded		Implementation	Environmental Health undertake routine inspections of permitted installations throughout the Borough and respond to complaints about permitted installations regarding emissions to air. This work has been on-going since before 2022, but this is the first year it has been recorded within the ASR as a measure hence the start date of 2022.	Continue to implement annual inspection regime to achieve compliance with permit conditions.	Inspections for 2024-2025 are completed. For 2026-27 are ongoing and up to date.	Staff resources
39	Provide consultee responses for Environment Agency environmental permits for higher-risk installations.	Environmental Permits	Other	On-going	On-going	Local Authority	Local Authority	Not Funded		Implementation	Environmental Health act as a consultee to the Environment Agency for new or existing environmental permits. The purpose of this consultation is to consider a wide range of pollutants which may impact human health from the proposed development.	Number of consultation per year	Since the last ASR update, Environmental Health have been a consultee on approximately 3- 5 applications.	N/A
40	Investigate complaints relating to	Other	Other	On-going	On-going	Local Authority	Local Authority	Not Funded		Implementation	Environmental Permits are only issued for operations which	Number of complaints per year	Environmental Health continue to investigate complaints relating to	N/A

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
	emissions from non-permitted sources										exceed specified annual limits. Many operations within the Borough do not meet such a threshold and therefore do not require an Environmental Permit. Environmental Health do however receive complaints about businesses which do not hold an Environmental Permit. We subsequently investigate to ensure emissions from operations are not causing a nuisance and are adhering to best practice.		businesses which do not hold an Environmental Permit.	

2.3 PM_{2.5} – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy¹, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

PM_{2.5} can pose serious health risks due to its ability to penetrate deep into the lungs and bloodstream. PM_{2.5} exposure is linked to cardiovascular and respiratory diseases, lung cancer, and emerging evidence suggests associations with neurological disorders such as dementia (World Health Organization [WHO], 2021).

Stockton-on-Tees Borough Council adopts a public health-led, precautionary approach to PM_{2.5} reduction. This approach not only aims to meet statutory targets but also seeks to minimise exposure across the population, especially among vulnerable groups. This aligns with the WHO's updated air quality guidelines and the UK Government's *Environment Act 2021*, which sets interim and long-term PM_{2.5} targets of 12 µg/m³ by 2028 and 10 µg/m³ by 2040, respectively.

Stockton-on-Tees Borough Council operates two continuous monitoring stations (Stockton A1305 and Eaglescliffe Secondary School), both part of the AURN network. In 2025, PM_{2.5} annual average levels at the Eaglescliffe and Stockton A1305 monitoring stations were 7.9µg/m³ & 7.3µg/m³ respectively. In 2024, these sites recorded annual PM_{2.5} means of 6.9µg/m³ and 8.3µg/m³, respectively.

A recent UK Biobank study (Vanoli et al., 2024) involving over 377,000 participants found that a 5µg/m³ increase in PM_{2.5} was associated with:

- 12% higher risk of major adverse cardiovascular events (MACE),
- 22% higher risk of heart failure,
- 16% higher risk of cardiac arrest.

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

These associations were observed even at PM_{2.5} levels below 12 µg/m³, suggesting there is no safe threshold for exposure.

Stockton-on-Tees Borough Council is taking the following measures to address PM_{2.5}:

Stockton-on-Tees Borough Council is taking the following measures to address PM_{2.5}:

- Planning and Regulation: Air quality assessments and dust management plans are required for major developments.
- Environmental Health Officers (EHOs) enforce smoke control regulations and respond to complaints.
- Public Engagement: Including an Air Quality education and anti-idling campaign for primary schools.

The Council's Air Quality Strategy includes:

- Monitoring and Awareness: Expanding monitoring, publishing real-time data, and running educational campaigns.
- Transport Emissions: Anti-idling campaigns, fleet electrification, and promotion of active travel.
- Planning and Development: Requiring air quality assessments and promoting low-emission construction.
- Industrial and Agricultural Emissions: Regular inspections and engagement with the farming sector.
- Indoor Air Quality: Guidance for commercial and residential settings.

These measures support the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 and aim to reduce both ambient concentrations and population exposure.

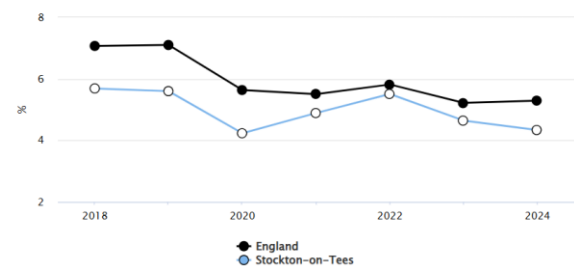
These actions align with the Public Health Outcomes Framework (PHOF), particularly:

- **Fraction mortality attributable to air pollution:**

The fraction of mortality (deaths) attributed to particulate air pollution within Stockton-on-Tees utilising the new method for 2024 is 4.3% which is lower than the overall value for England (5.3%). Stockton-on-Tees has the same average rate to the North East Region (4.3%). This is an improvement on the previous years data, which showed the fraction of mortality attributed to air pollution in Stockton as 4.6%. The trend relating to the fraction of mortality attributed to particulate air pollution within Stockton-on-Tees shows an overall decline from 2018, remaining below the England average since the data publishing began (OHID, 2026a).

Area ▲▼	Recent Trend	Count ▲▼	Value ▲▼		95% Lower CI	95% Upper CI
England	-	-	5.3		-	-
North East region (statistical)	-	-	4.3		-	-
Newcastle upon Tyne	-	-	4.7		-	-
South Tyneside	-	-	4.7		-	-
North Tyneside	-	-	4.7		-	-
Gateshead	-	-	4.5		-	-
Sunderland	-	-	4.5		-	-
Middlesbrough	-	-	4.5		-	-
Stockton-on-Tees	-	-	4.3		-	-
Darlington	-	-	4.1		-	-
Hartlepool	-	-	4.1		-	-
County Durham	-	-	4.1		-	-
Redcar and Cleveland	-	-	4.0		-	-
Northumberland	-	-	3.8		-	-

Source: Department for Environment, Food and Rural Affairs
[Indicator Definitions and Supporting Information](#)



Recent trend: Could not be calculated

Period	Stockton-on-Tees				North East	England
	Count	Value	95% Lower CI	95% Upper CI		
2018	-	5.7%	-	-	5.2%	7.1%
2019	-	5.6%	-	-	4.9%	7.1%
2020	-	4.2%	-	-	4.0%	5.6%
2021	-	4.9%	-	-	4.8%	5.5%
2022	-	5.5%	-	-	5.4%	5.8%
2023	-	4.6%	-	-	4.6%	5.2%
2024	-	4.3%	-	-	4.3%	5.3%

Source: Department for Environment, Food and Rural Affairs
[Indicator Definitions and Supporting Information](#)

Scientific evidence continues to highlight the health risks of PM_{2.5} According to Sangkham *et al.* (2024), PM_{2.5} contributes to oxidative stress, DNA damage, and systemic inflammation, which are linked to a range of non-communicable diseases (NCDs).

- Respiratory Health:** PM_{2.5} exacerbates asthma and chronic obstructive pulmonary disease (COPD), increasing hospital admissions, especially during pollution events. In 2024/25 COPD prevalence in Stockton-on-Tees was 2.7%, which is higher than the national average (1.9%) (OHID, 2026b). This COPD prevalence resulted in 578 per 100,000 population emergency hospital admissions for COPD in those aged 35 and above in 2023/24. This is higher than those in the North East region (544 per 100,000) as well as England (357 per 100,000) highlighting the burden of COPD within Stockton-on-Tees (OHID, 2026c). The 2023/24 rate per 100,000 figures for COPD emergency admissions is higher than the 2022/23 figures, pointing towards the potential increasing trend.

Stockton-on-Tees also experiences high rates of asthma in those aged 6 and above. In 2024/25 the prevalence of asthma in Stockton-on-Tees was 7.6% which is higher than both the North East (7.5%) and England (6.6%). (OHID, 2026d). Those with asthma under 19 years in Stockton-on-Tees experience higher than average hospital admissions, with

178.6 per 100,000 in 2024/25, which is above the North East (165.3 per 100,000) and national average (138.8 per 100,000) (OHID, 2026e). Part of the councils work in improving education in schools and conducting anti-idling patrols surrounding primary schools aims to reduce these figures as exhaust fumes are directly linked to asthma exacerbations in young children.

- **Cardiovascular Health:** PM_{2.5} can enter the bloodstream, contributing to atherosclerosis, heart attacks, and strokes. Cardiovascular diseases account for up to 80% of premature deaths related to air pollution (Sangkham et al., 2024). The prevalence of coronary heart disease in Stockton-on-Tees in 2024/25 was 3.6%, slightly higher than the national (3.0%) and in line with the North East (3.8%) (OHID, 2026f).
- **Neurological Effects:** PM_{2.5} may cross into the brain, contributing to neuroinflammation and increasing the risk of dementia and cognitive decline. The prevalence of dementia in over 65s in Stockton-on-Tees in 2024/25 was 73.7%, higher than the national (66.3%) and the North East (70.4%) (OHID, 2026g).
- **Cancer Risk:** Long-term exposure is associated with lung cancer, even among non-smokers, due to carcinogenic compounds bound to PM_{2.5} particles. In Stockton-on-Tees between 2017 and 2019, lung cancer registrations were 97.4 per 100,000 people, which is above the England rate (77.1 per 100,00) although below the North East region rate (104.7 per 100,00) (OHID, 2026h)

Air pollution, particularly PM_{2.5}, remains a significant public health concern. Although current levels in Stockton-on-Tees are below national targets, continued investment in air quality improvement is essential. Estimates suggest that up to 20% of COPD cases may be attributable to air pollution, with substantial costs to health and social care services. Ongoing monitoring and strategy updates will ensure continued progress.

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Stockton-on-Tees Borough Council undertook automatic (continuous) monitoring at two sites during 2025. Table A.1 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 UK Air Website presents automatic monitoring results for Stockton-on-Tees Borough Council, with automatic monitoring results also available through the UK-Air website.

[UK AIR Local Air Quality Dashboard](#)

Further information regarding each automatic monitoring site can be found on the following link on the UK Air Website:

[Automatic Urban and Rural Network \(AURN\) - Defra, UK](#)

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

3.1.2 Non-Automatic Monitoring Sites

Stockton-on-Tees Borough Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 15 sites during 2025. Table A.2 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 (NO₂)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

Table A.5 in Appendix A compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200µg/m³, not to be exceeded more than 18 times per year.

There were no exceedances of the annual mean or 1-hour objectives at any location in 2025. The annual mean concentration data at both of the continuous monitoring sites saw an increase in concentrations when compared to 2024 data. Stockton-on-Tees Eaglescliffe subsequently increased from 9.5µg/m³ in 2024 to 9.8µg/m³ in 2025. Stockton-on-Tees A1305 increased from 14.4µg/m³ in 2024 to 15.5µg/m³ in 2025. When compared to the five year recording period, only Stockton-on-Tees Eaglescliffe noted a reduction in concentration levels whilst Stockton-on-Tees A1305 saw increases in annual concentrations. These increases are likely due to the low levels recorded in 2021 following the covid-19 pandemic where vehicle movements were restricted and workers were

continuing to work from home. There were no occasions in 2025 where a continuous monitoring site exceeded $200\mu\text{g}/\text{m}^3$ and subsequently no site exceeded the 1-hour objective whereby $200\mu\text{g}/\text{m}^3$ is allowed to be exceeded up to 18 times per year.

The annual mean for diffusion tubes showed reductions in concentration levels at eleven out of fourteen possible sites when comparing 2025 levels to 2024 levels. There were also reductions over the five-year monitoring period eleven out of a possible twelve locations. No diffusion tube in 2025 recorded an annual mean value greater than $60\mu\text{g}/\text{m}^3$ suggesting there was no exceedance of the 1-hour mean objective at these sites.

The locations of the diffusion tubes are reviewed annually in November/ December with changes made (where appropriate) to the monitoring network for the new monitoring year.

3.2.2 Particulate Matter (PM₁₀)

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of $40\mu\text{g}/\text{m}^3$.

Table A.7 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of $50\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times per year.

Stockton-on-Tees monitors the levels of PM₁₀ at the Eaglescliffe AURN site whereby there has been no recorded breach of the objective level during this reporting year or any previous reporting year.

In 2025 all monitoring data was properly ratified and the annual mean at the Eaglescliffe site was $15.8\mu\text{g}/\text{m}^3$ which was an increase in concentration levels when compared to 2024's level of $13.3\mu\text{g}/\text{m}^3$. When compared to the five year monitoring period the level has also slightly increased from $13.5\mu\text{g}/\text{m}^3$ in 2021. The 2025 level was significantly below the objective level of $40\mu\text{g}/\text{m}^3$. A 24hour period $50\mu\text{g}/\text{m}^3$ was exceeded on three occasions. The objective allows $50\mu\text{g}/\text{m}^3$ to be exceeded 35 times per year before a breach is recorded; subsequently there was no exceedance of the objective for this pollutant at this location. The three occasions in 2025 where levels went above $50\mu\text{g}/\text{m}^3$ were an increase in 2024 data whereby this figure was exceeded twice.

3.2.3 Particulate Matter (PM_{2.5})

Table A.8 in Appendix A presents the ratified and adjusted monitored PM_{2.5} annual mean concentrations for the past five years.

PM_{2.5} is monitored at continuous sites at Stockton-on-Tees Eaglescliffe and Stockton-on-Tees A1305. All monitoring data for 2025 was ratified and an annual mean of 7.9µg/m³ was recorded at Stockton-on-Tees Eaglescliffe whilst an annual mean of 7.3µg/m³ was recorded at Stockton-on-Tees A1305. The Stockton-on-Tees Eaglescliffe site recorded an increase in concentration values when compared to 2024 data (6.9µg/m³) whilst Stockton-on-Tees A1305 recorded a reduced value when compared to 2024 data (8.3µg/m³). It should be noted that the data at Stockton-on-Tees Eaglescliffe in 2024 was the lowest value ever recorded at this site since monitoring began at the location, as indicated in the table below.

Year	Eaglescliffe PM2.5 Annual Mean (µg/m ³)
2014	11
2015	11
2016	11
2017	9
2018	10.1
2019	8.4
2020	8.2
2021	8.3
2022	8.6
2023	7.8
2024	6.9
2025	7.9

3.2.4 Sulphur Dioxide (SO₂)

Stockton-on-Tees Borough Council does not monitor for levels of Sulphur Dioxide as per the Statutory Guidance. There are also no significant sources of levels of Sulphur Dioxide within the Borough which the Council is currently concerned with.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
UKA00535	Stockton-on-Tees Eaglescliffe	Roadside	441623	513674	NO ₂ , PM ₁₀ , PM _{2.5} & Benzene	No	N/A	Chemiluminescent BAM	8	4.5	4
UKA00599	Stockton-on-Tees A1305	Roadside	444331	519164	NO ₂ , PM _{2.5}	No	N/A	Chemiluminescent BAM	3	4.5	2.7

Notes:

- (1) N/A if not applicable
- (2) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
S01	Junction Road, Norton	Roadside	443225	522314	NO2	No	15.0	1.3	No	2.3
S02, S03, S04	AQM Eaglescliffe	Roadside	441627	513678	NO2	No	8.0	5.0	Yes	3.0

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)
S05	Thornaby Road, Thornaby	Roadside	445024	517414	NO2	No	6.0	3.0	No	2.4
S06	High Street, Yarm	Roadside	441924	512846	NO2	No	3.0	20.0	No	2.1
S07	Green Lane, Yarm	Roadside	441536	510919	NO2	No	23.0	3.0	No	2.4
S08	High Street, Norton	Roadside	444598	521807	NO2	No	1.0	3.0	No	2.5
S09	Marsh House Avenue, Billingham	Roadside	446383	523972	NO2	No	2.0	2.5	No	2.5
S10	A66 Sun Gardens	Roadside	444783	517906	NO2	No	82.0	3.0	No	2.7
S11	A66 Yarm Road	Roadside	443890	517425	NO2	No	43.0	6.5	No	2.4
S12	A66 Middlesbrough Road	Roadside	446112	518388	NO2	No	40.0	5.5	No	2.6
S13	St John's Crossing, Stockton	Roadside	444677	518386	NO2	No	21.0	8.3	No	2.1
S14	Portrack Lane, Stockton	Roadside	446312	520022	NO2	No	370.0	3.5	No	2.5
S15	High Street, Yarm 2	Roadside	441911	512717	NO2	No	7.5	10.7	No	2.1
S16	Stockton High Street	Roadside	444535	518873	NO2	No	26.0	5.0	No	2.6
S17	Cowpen Lane, Billingham	Kerbside	446794	523607	NO2	No	7.0	0.7	No	2.5

Notes:

- (1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).
- (2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Stockton-on-Tees Eaglescliffe	441623	513674	Roadside	93.2	93.2	10.7	9.8	10.2	9.5	9.8
Stockton A1305	444331	519164	Roadside	98.8	98.8	14.7	13.4	15.1	14.4	15.5

☐ 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 NO₂ annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the NO₂ annual mean objective of 40µg/m³ 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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
S01	443225	522314	Roadside	100.0	99.7	17.6	15.0	14.8	14.3	13.3
S02, S03, S04	441627	513678	Roadside	91.6	99.7	10.9	9.9	10.1	9.9	9.3
S05	445024	517414	Roadside	100.0	92.0	20.1	18.8	16.8	17.0	29.0
S06	441924	512846	Roadside	100.0	99.7	18.0	17.6	16.2	14.6	15.1
S07	441536	510919	Roadside	91.6	92.0	8.8	8.7	8.3	8.5	7.8
S08	444598	521807	Roadside	91.6	92.0	18.0	16.4	15.9	15.0	14.3
S09	446383	523972	Roadside	83.3	82.4	16.5	13.4	14.2	12.9	13.8
S10	444783	517906	Roadside	91.6	92.0	35.1	28.5	26.4	29.7	26.9
S11	443890	517425	Roadside	58.3	57.4	36.2	34.2	33.8	33.4	28.2
S12	446112	518388	Roadside	83.3	84.3	29.6	30.0	27.4	26.5	25.2
S13	444677	518386	Roadside	91.6	92.0	25.3	22.6	23.6	22.9	20.4

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
S14	446312	520022	Roadside	83.3	82.4	23.5	22.9	21.5	20.2	18.9
S15	441911	512717	Roadside	100.0	99.7	<u>N/A</u>	16.1	15.1	14.8	13.8
S16	444535	518873	Roadside	100.0	99.7	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	20.8	19.6
S17	446794	523607	Kerbside	91.6	92.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	17.5

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

Exceedances of the NO₂ annual mean objective of 40 $\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO₂ annual means exceeding 60 $\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

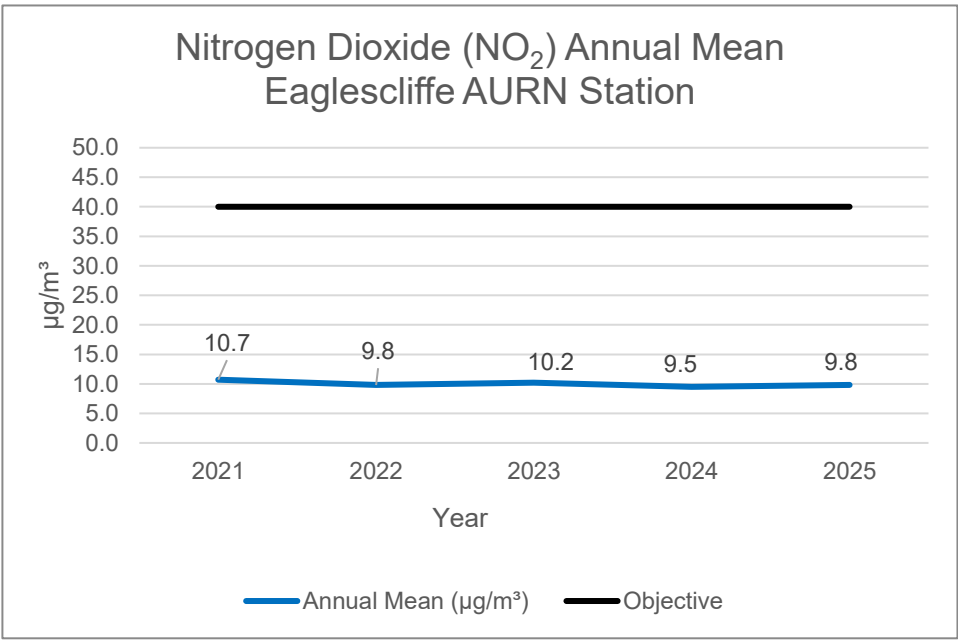
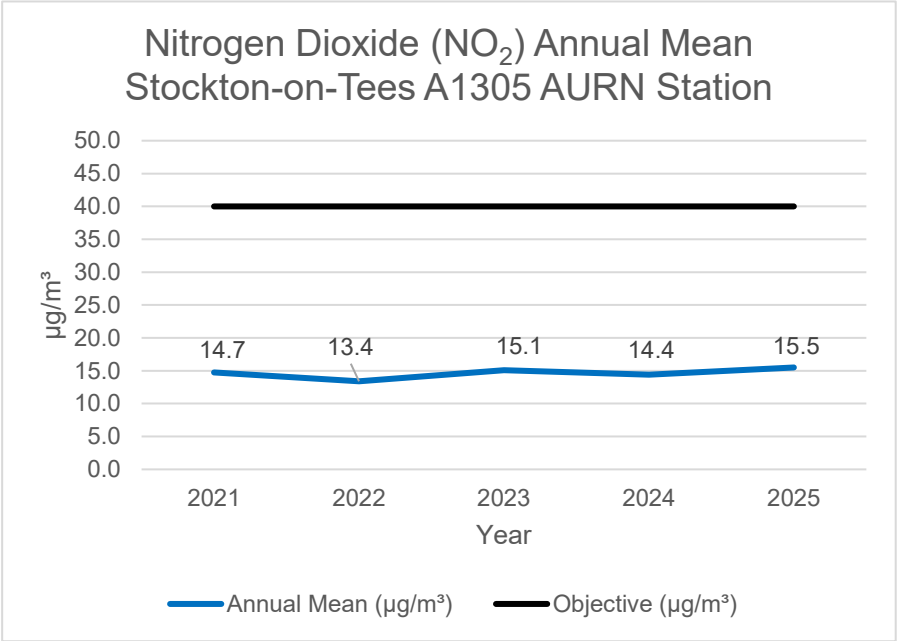
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

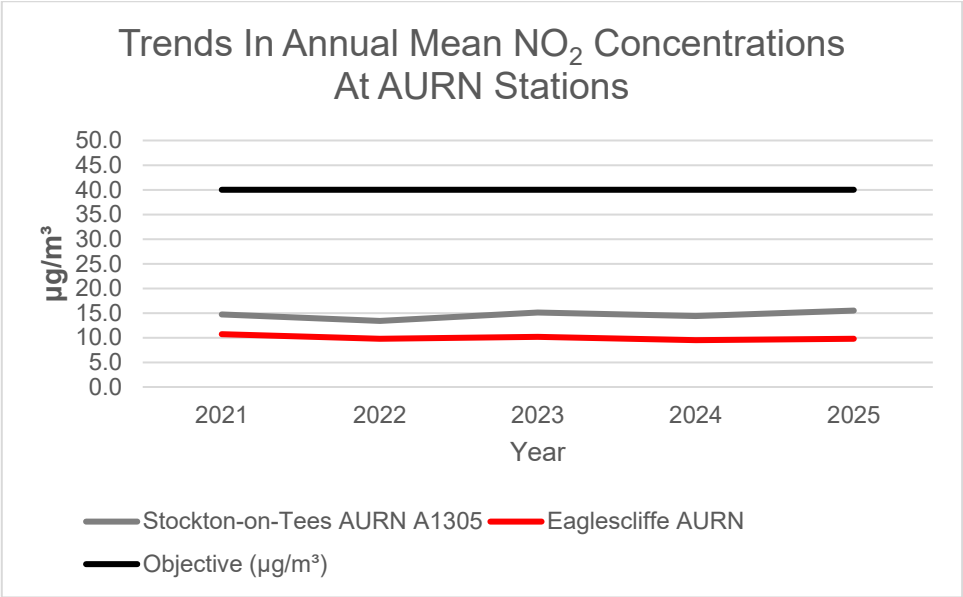
Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

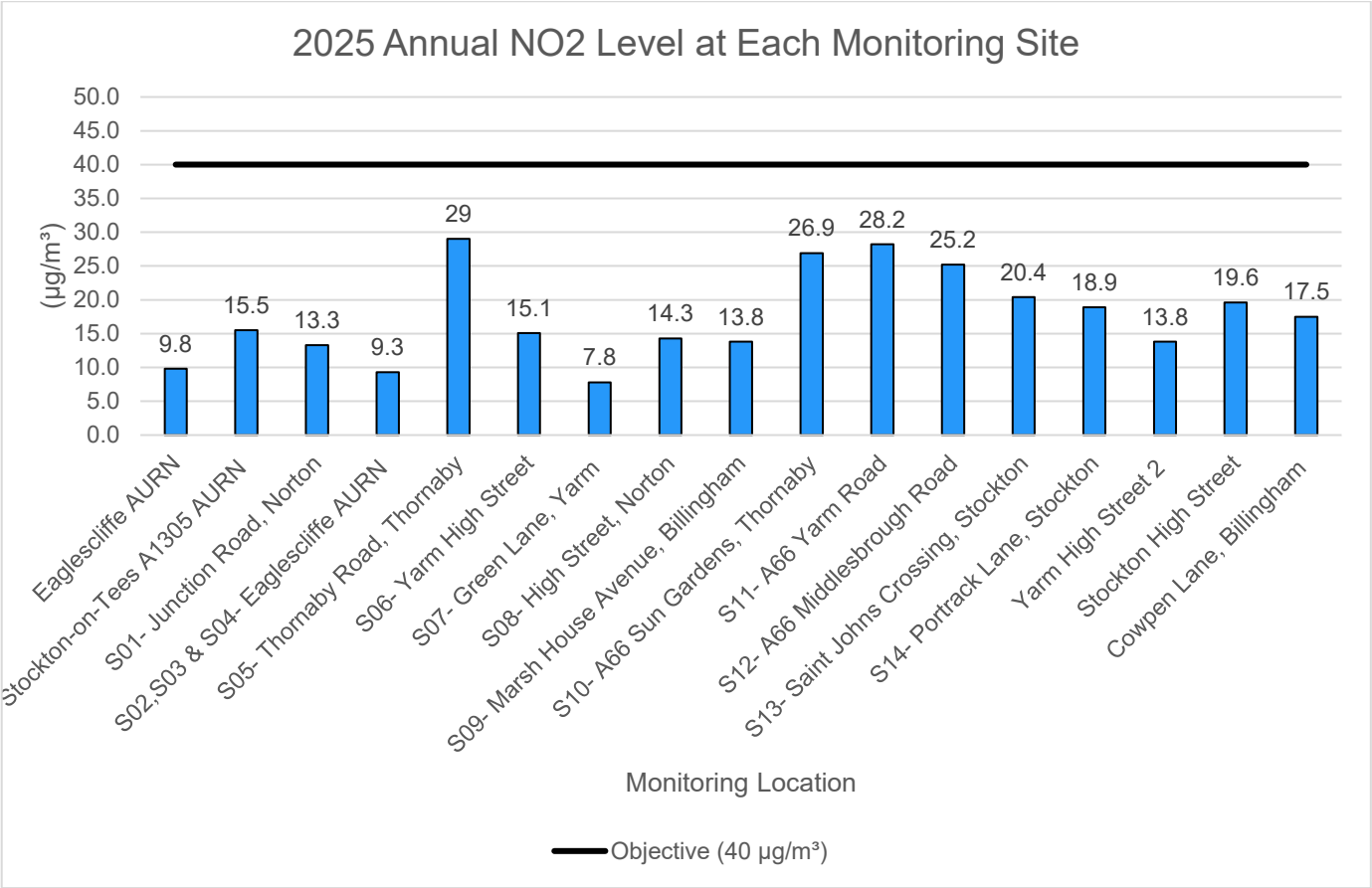
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

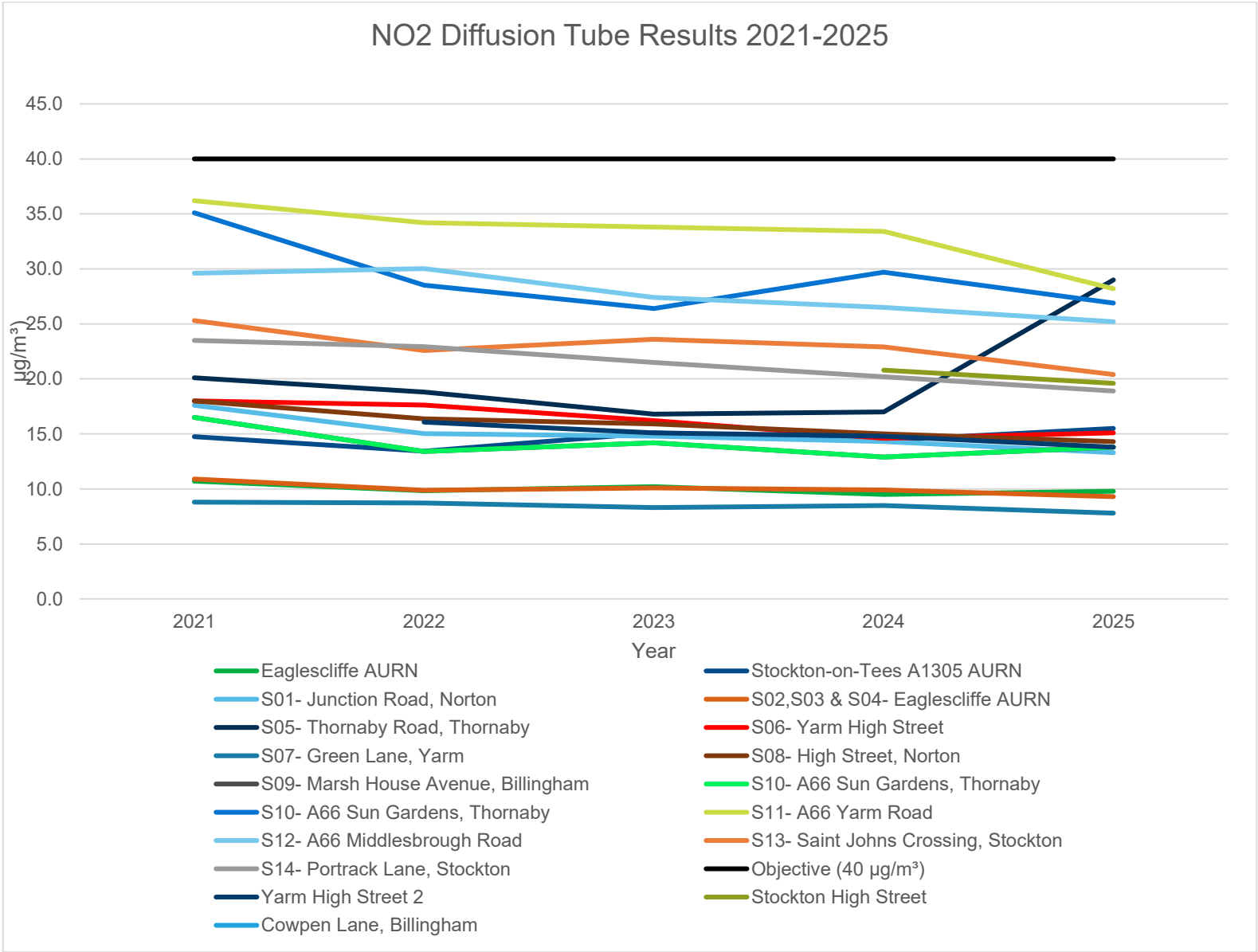
(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

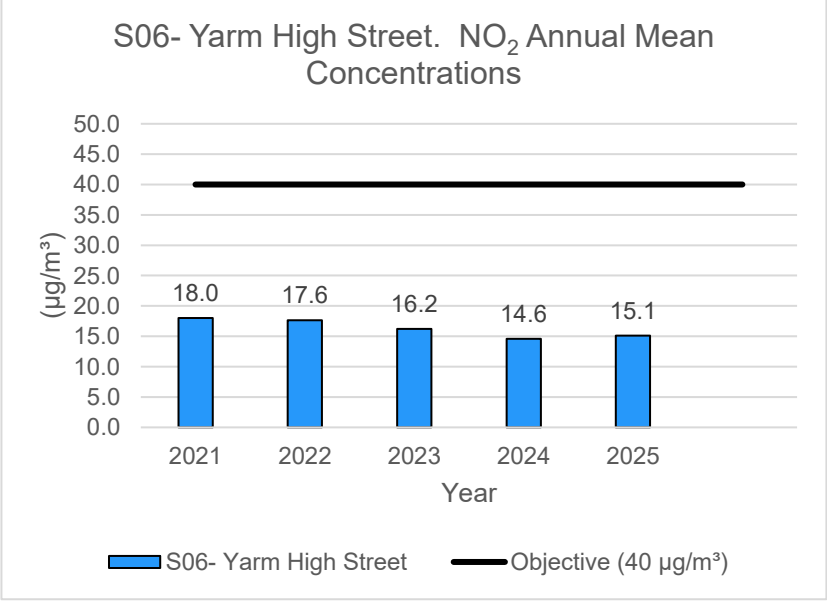
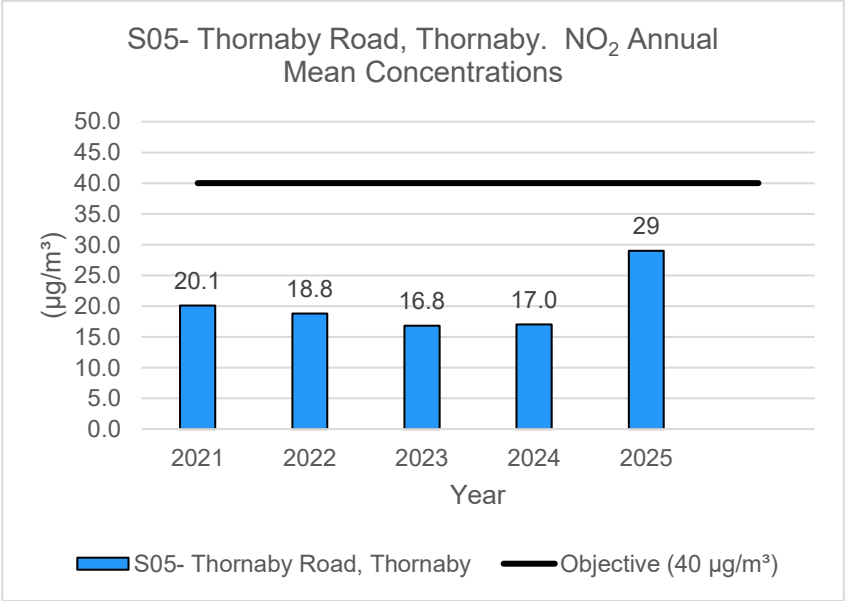
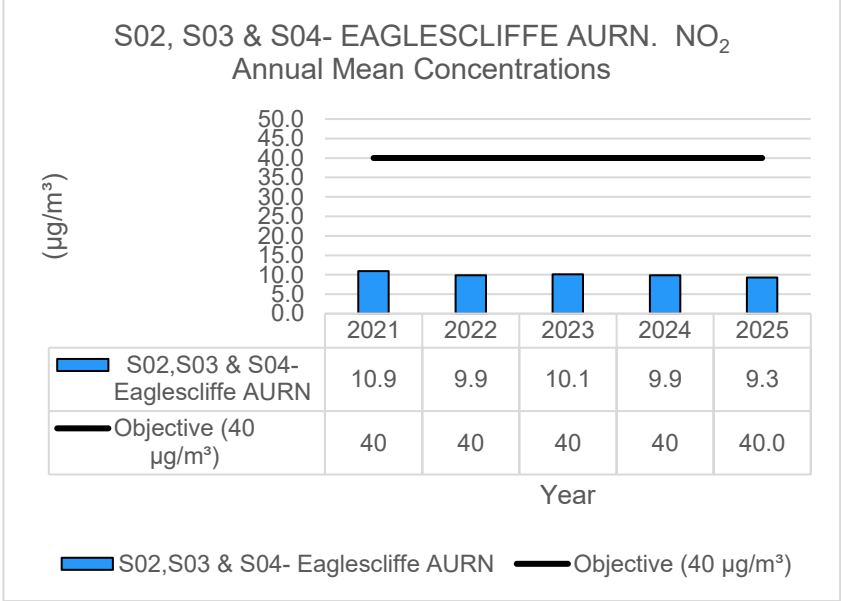
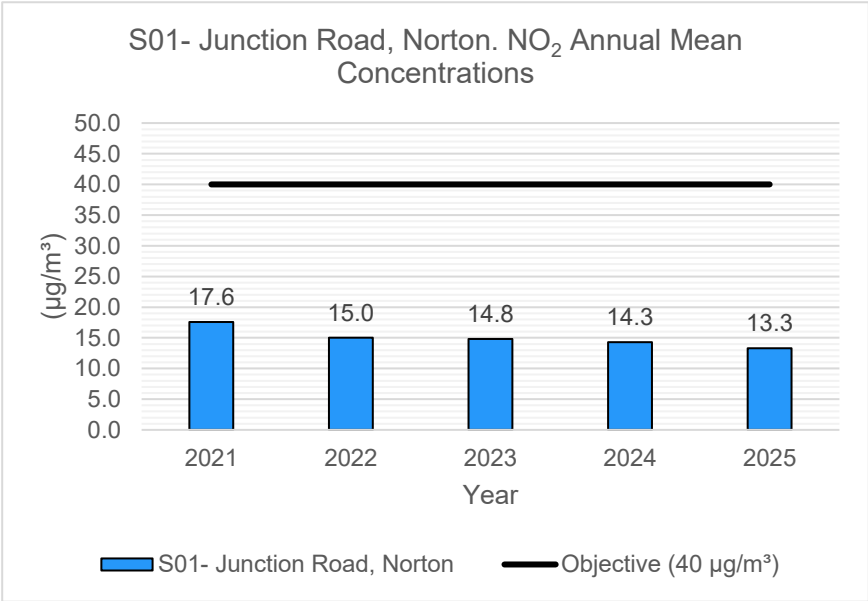
Figure A.1 – Trends in Annual Mean NO₂ Concentrations

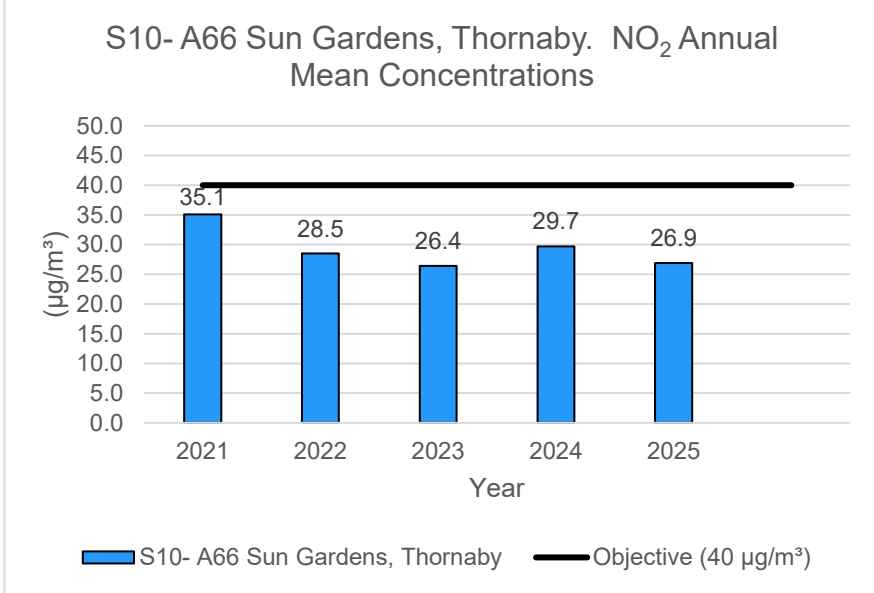
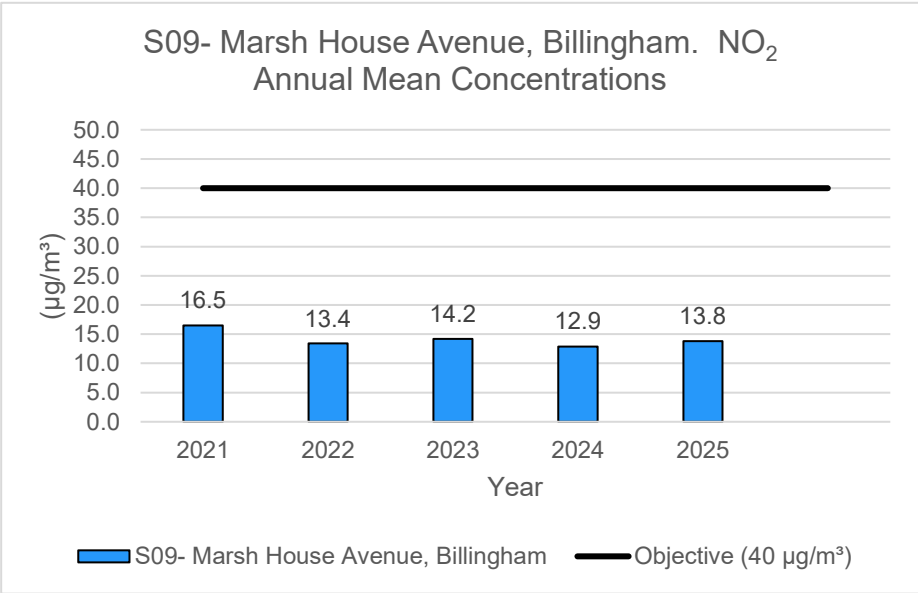
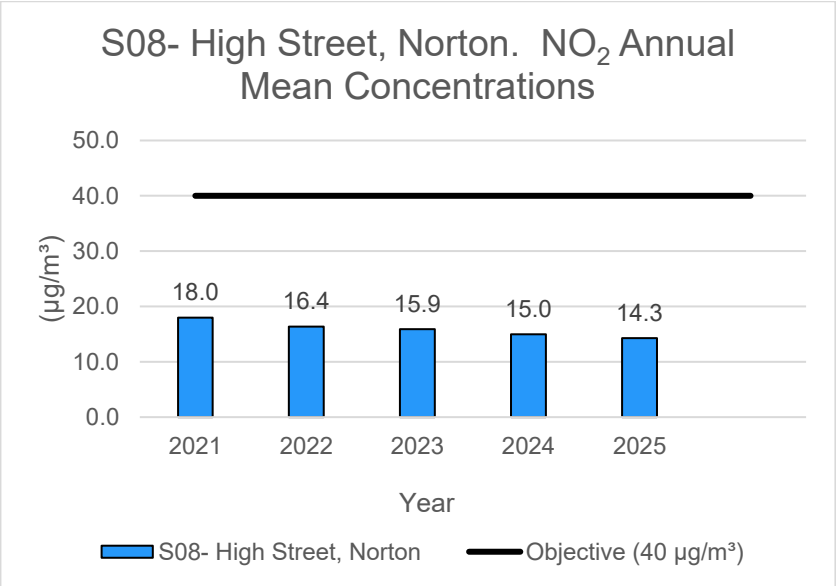
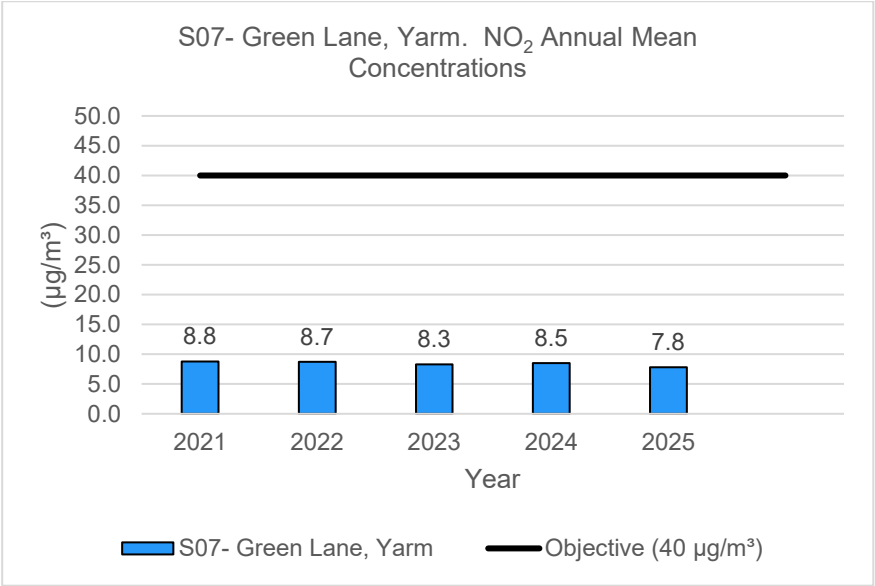


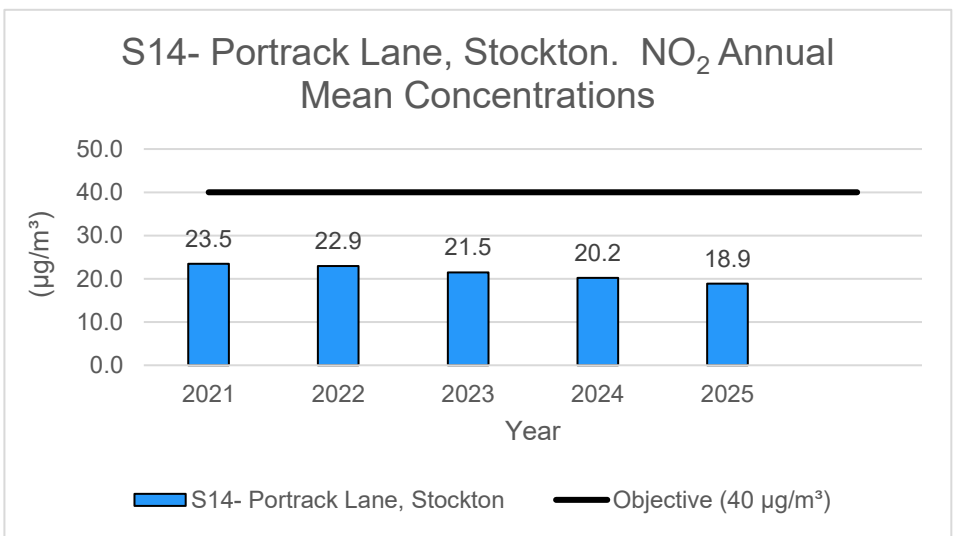
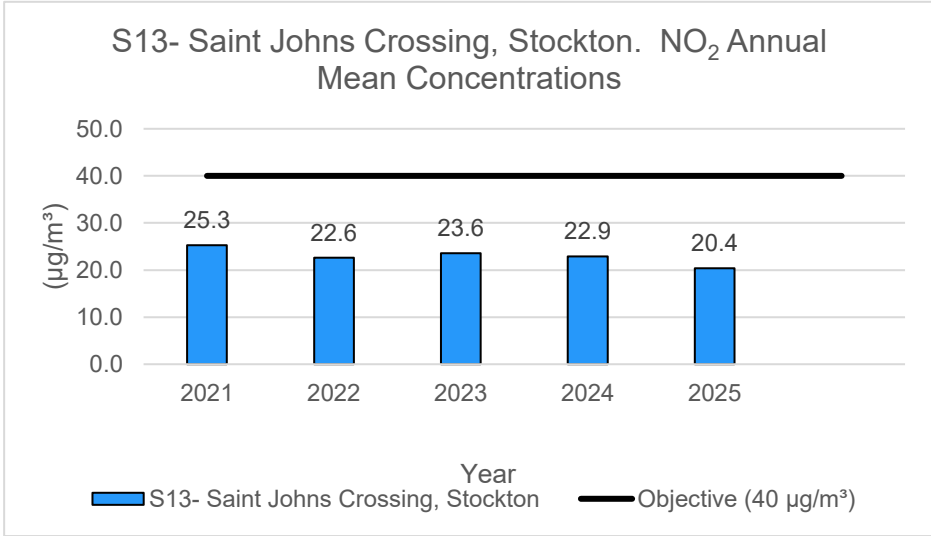
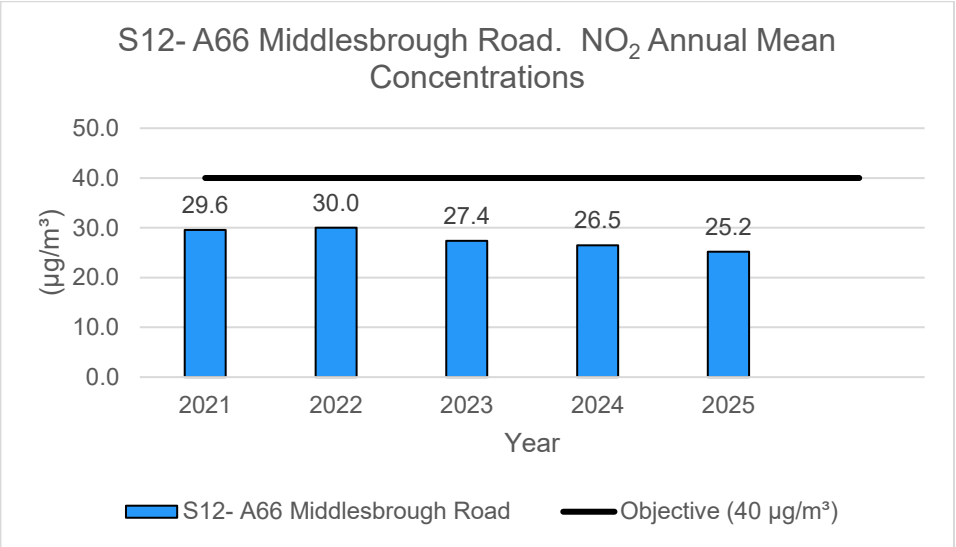
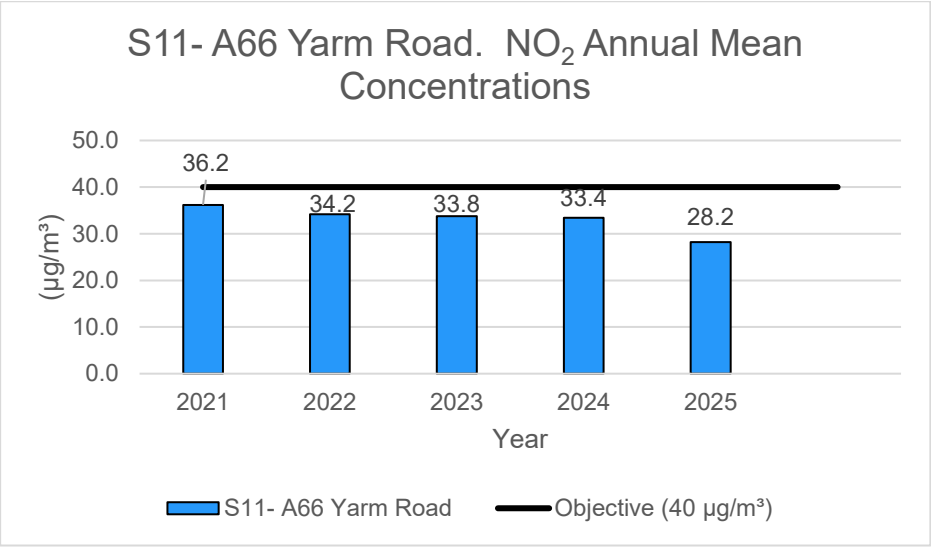












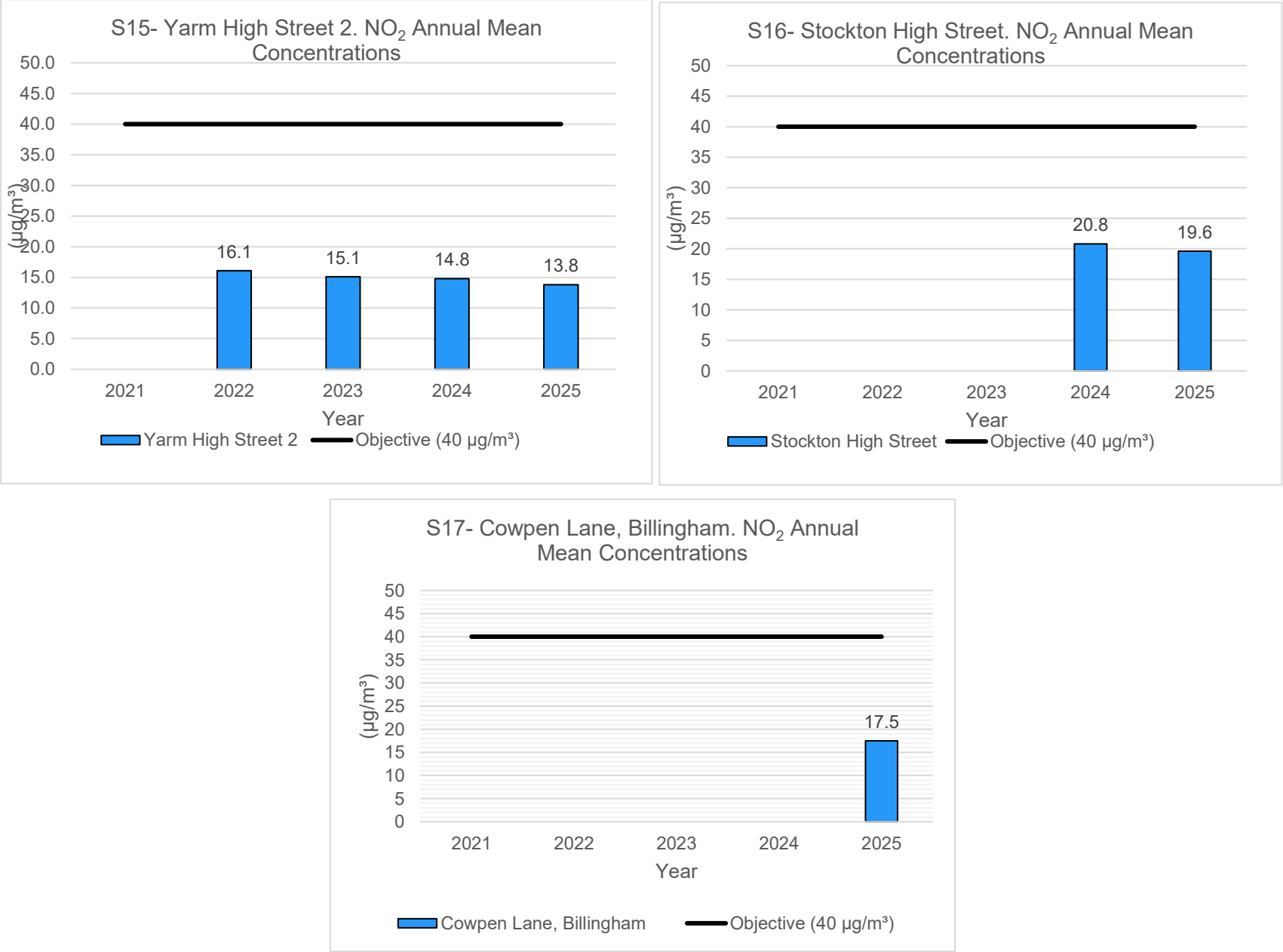


Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Stockton-on-Tees Eaglescliffe	441623	513674	Roadside	93.2	93.2	0	0	0	0	0
Stockton A1305	444331	519164	Roadside	98.8	98.8	0	0	0	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m³ have been recorded. Exceedances of the NO₂ 1-hour mean objective (200µg/m³ 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 Number of NO₂ 1-Hour Means > 200µg/m³

A graph has not been plotted for Figure A.2 as there is no trend data to demonstrate comparisons of each year.

Table A.6 – Annual Mean PM₁₀ 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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Stockton-on-Tees, Eaglescliffe	441623	513674	Roadside	91.4	91.0	13.5	14.4	14	13.3	15.8

☐ 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.

Exceedances of the PM₁₀ annual mean objective of 40µg/m³ 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 PM₁₀ Concentrations

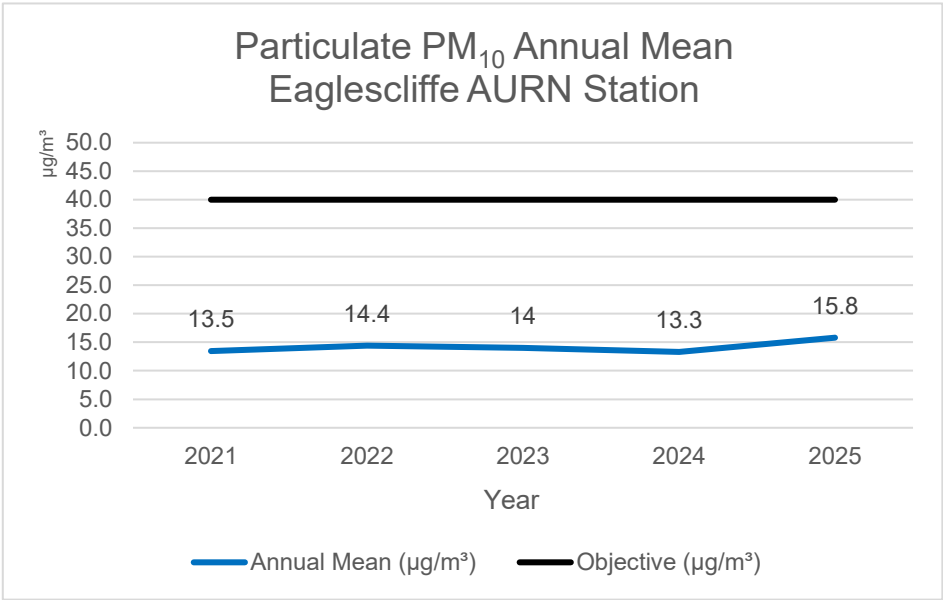


Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Stockton-on-Tees, Eaglescliffe	441623	513674	Roadside	93.6	92.0	0	3	0	2	3

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 PM₁₀ 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 PM₁₀ Results > 50µg/m³

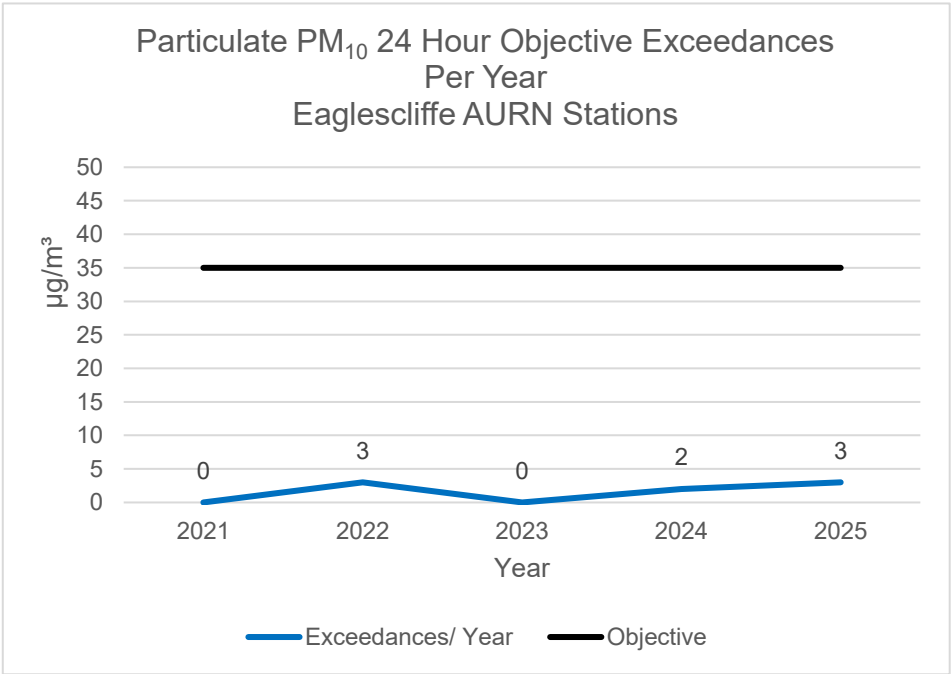


Table A.8 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Stockton-on-Tees, Eaglescliffe	441623	513674	Roadside	92.2	90.3	8.3	8.6	7.8	6.9	7.9
Stockton-on-Tees A1305	444331	519164	Roadside	83.0	81.2	7.9	8.7	7.1	8.3	7.3

☐ 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 PM_{2.5} Concentrations

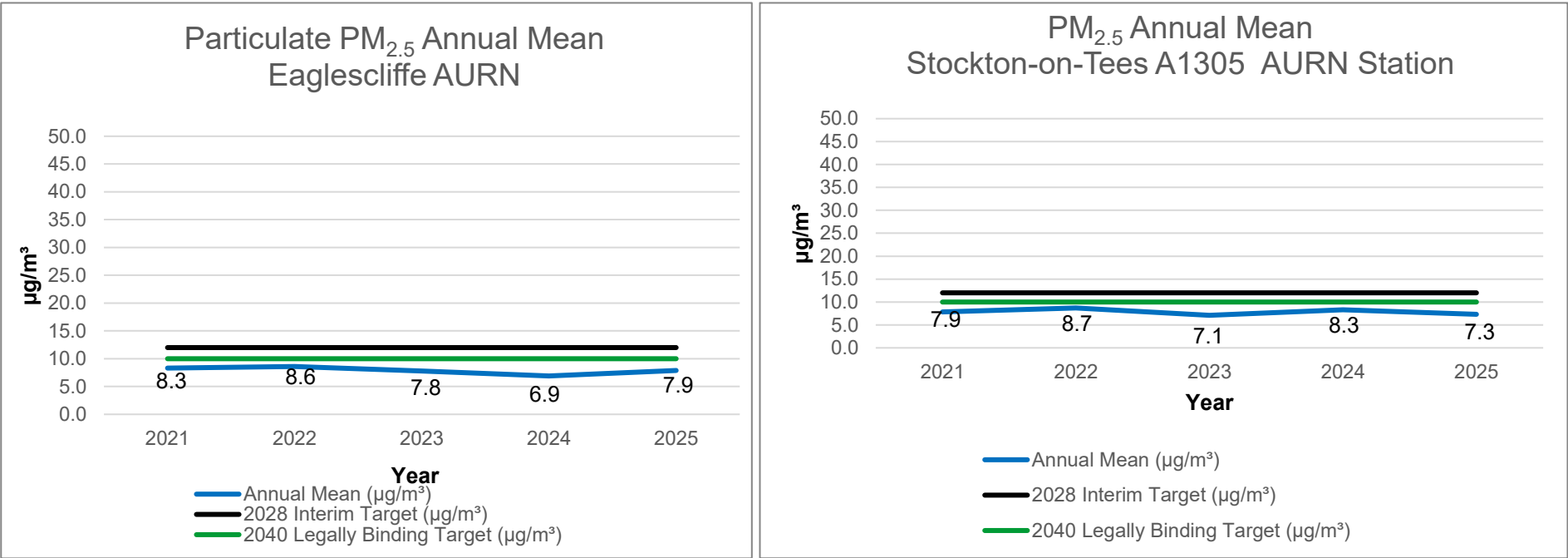


Table A.9 – SO₂ 2025 Monitoring Results, Number of Relevant Instances

Stockton-on-Tees Borough Council does not monitor for this pollutant.

Notes:

Results are presented as the number of instances where monitored concentrations are greater than the objective concentration. Exceedances of the SO₂ objectives are shown in **bold** (15-min mean = 35 allowed a year, 1-hour mean = 24 allowed a year, 24-hour mean = 3 allowed a year). If the period of valid data is less than 85%, the relevant percentiles are provided in brackets. (1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

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

Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO₂ 2025 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(0.78)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
S01	443225	522314	23.2	23.2	26.1	18.2	13.6	11.0	15.7	13.0	15.9	6.2	20.3	18.5	17.1	13.3	-	
S02	441627	513678	16.0		18.8	12.4	10.9	5.0	10.5	10.3	11.9	7.4	12.7	12.6	-	-	-	Triplicate Site with S02, S03 and S04 - Annual data provided for S04 only
S03	441627	513678	11.3	17.3	19.8	13.8	11.8	6.7	10.4	9.5	11.1	9.8	12.1	11.6	-	-	-	Triplicate Site with S02, S03 and S04 - Annual data provided for S04 only
S04	441627	513678	7.5	15.7	17.1	12.2	11.0	5.9	11.2	9.6	11.6	7.8	15.5	12.5	11.9	9.3	-	Triplicate Site with S02, S03 and S04 - Annual data provided for S04 only
S05	445024	517414		29.4	31.4	24.1	19.7	11.8	192.0	14.2	19.6	18.2	25.2	23.2	37.2	29.0	-	
S06	441924	512846	24.2	24.5	26.2	20.2	19.1	10.7	14.4	16.4	16.1	18.2	18.8	22.8	19.3	15.1	-	
S07	441536	510919		13.7	11.9	11.3	9.3	7.1	10.1	9.2	10.8	6.8	10.1	10.1	10.0	7.8	-	
S08	444598	521807	25.1	25.3	25.5	17.8	14.6	12.3	14.2	14.7		15.0	18.8	17.8	18.3	14.3	-	
S09	446383	523972		25.4	25.2	17.4	12.3	10.5		11.8	16.4	16.2	21.0	19.8	17.6	13.8	-	
S10	444783	517906		44.2	53.7	43.0	39.3	23.9	40.4	33.0	30.1	30.1	18.2	23.4	34.5	26.9	-	
S11	443890	517425	42.4	47.0	48.1	37.1	38.0	31.0						34.5	39.7	28.2	-	
S12	446112	518388		44.2	43.0	34.9	22.3		27.1	26.0	26.6	31.5	36.0	31.5	32.3	25.2	-	
S13	444677	518386		29.8	36.6	26.5	22.8	21.8	21.0	23.5	26.7	25.6	28.2	25.1	26.1	20.4	-	
S14	446312	520022		27.3	33.4	24.2		17.8	20.7	18.5	20.0	23.8	26.8	30.0	24.3	18.9	-	
S15	441911	512717	21.6	17.4	23.4	16.9	14.6	16.0	18.4	13.6	15.3	17.0	20.4	17.8	17.7	13.8	-	
S16	444535	518873	16.8	36.5	40.8	31.4	24.9	22.0	19.3	19.8	22.0	22.2	21.9	23.5	25.1	19.6	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(0.78)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
S17	446794	523607	38.4	33.9		25.3	15.2	15.2	16.2	19.1	22.1	10.8	27.1	22.8	22.4	17.5	-	

- ☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.
- ☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.
- ☒ Local bias adjustment factor used.
- ☐ National bias adjustment factor used.
- ☐ Where applicable, data has been distance corrected for relevant exposure in the final column.
- ☒ Stockton-on-Tees Borough Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Stockton-on-Tees Borough Council During 2025

There have been no significant changes to air quality sources within the past 12 months and no new hotspots have been identified throughout the Borough.

In 2025 the Environment Agency have not issued any new permits for permitted processes within Stockton-on-Tees Borough Council's geographical boundary. The Local Authority issued one new environmental permit for a cement batching plant in 2025. Other than these new environmental permits we have not identified any other sources which are likely to significantly impact our air quality within 2025.

During 2025 the following major planning applications were granted permission to operate within Stockton-on-Tees, some of which may have an impact on air quality once operational.

Number	Application Number	Proposal	Address
1	23/1704/OUT	Outline application with all matters reserved for the erection of industrial units for light industrial, general industrial and storage and distribution uses with ancillary office floorspace.	Land North Of 4 Fleck Way Teesside Industrial Estate Thornaby TS17 9JZ
2	23/1782/OUT	Outline application with all matters reserved for the erection of a storage and distribution unit(s) with ancillary office floorspace.	Land South Of 4 Fleck Way Teesside Industrial Estate Thornaby TS17 9JZ
3	24/1752/VARY	Section 73 application to vary condition no2 (Approved Plans) of planning approval 20/1063/FUL - Erection of 14 no. holiday lodges with associated pathways and parking.	Land North Of Holmewood Court Aislaby Road Eaglescliffe TS16 0QN

4	24/1770/VARY	Section 73 application to vary conditions no1 (Approved Plans), no5 (Soft Landscaping) and no6 (Soft Landscape Management and Maintenance) of planning approval 22/1846/REM - Reserved matters application for the layout, scale, appearance and landscaping for 246no residential dwellings, including landscape, open space and infrastructure.	Land South Of Green Lane East Of Railway Line West Of A67 Yarm TS15 9EH
5	24/1555/VARY	Section 73 application to vary conditions no6 (Opening Hours) and no7 (Delivery hours) of planning approval 21/0345/FUL - Erection of local centre comprising of eight commercial units and associated infrastructure works.	Land East Of Hanzard Drive, South Of Bloomfield Drive/Applecross And North Of Glenarm Drive Wynyard
6	24/0336/VARY	Section 73 application to vary conditions no1 (approved plan) 14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access	Land At Harrowgate Lane Bishopgarth Stockton-On-Tees TS19 8TF
7	24/2028/FUL	Hybrid planning application comprising; 1) Full planning permission for the demolition of existing buildings/structures (west precinct, 35-39 Queensway, 64- 98 Queensway and Kingsway west car park), erection of new building (class E) at 35-39 Queensway, change of use of 1-9 town square to a public house (sui generis), creation of a new, surface level car park, and façade improvements to existing buildings and 2) Outline planning permission for the erection of a new building (class E) at 64-98 Queensway and Town Centre public realm/landscaping improvements	Land At Billingham Town Centre The Causeway Billingham TS23 2DA
8	24/1840/EIS	Installation of below ground pipeline from Dyance Beck to Long Newton Service Reservoir and associated works, including temporary construction compounds and temporary bridge, pipe bridge, lagoons, pipe laydown areas, vehicular access and above ground ancillary structures.	Land South Of Long Newton Reservoir Stockton Road Sadberge DL2 1TB
9	23/2292/FUL	Erection of 345no dwellings (Use Class C3), vehicle access from Welwyn Road, landscaping, SUDS, and associated infrastructure works	Land Off Welwyn Road Ingleby Barwick Stockton On Tees
10	24/1628/FUL	Reconfiguration of existing playing fields for the creation of a sports hub to include a pavilion building, all weather pitches, ball courts, athletics track, grass pitches, active track, hardstanding for new car parking, erection of a 3	Land South Of Marsh House Avenue Northfield School Site Marsh House Avenue

		metre high acoustic fence to the rear of 49-71 Neasham Avenue (trees and hedges to be retained and gapped up) and associated external infrastructure/landscaping	Billingham TS23 3HB
11	24/1454/FUL	Application for the erection of 12no dwellings and associated works.	Land Off Roundhill Avenue Ingleby Barwick Stockton-on-Tees TS17 5FZ
12	24/1769/FUL	Installation of a solar panel array, with security fencing, CCTV cameras, transformer equipment and connection room, and storage and electrical equipment containers, and associated works to form an access track.	Teesside Grange A67 From Urlay Nook Road To Airport Eaglescliffe Stockton-On-Tees TS16 0QH
13	24/1870/VARY	Section 73 application to vary conditions no2 (Approved Plans), no5 (Arboricultural Method Statement and Tree Protection Plan), no6 (Soft Landscape Management Plan), no7 (Landscape Details for the Roundabout), no9 (Surface Water Drainage Scheme), no10 (Drainage Management Plan), no11 (Drainage - NWL), Condition 12 (Roundabout), no13 (CEMP) no17 (External Lighting), no22 (Energy Statement) and no24 (Construction Working Hours) and removal of condition 8 (retaining wall) of planning approval 20/2759/FUL - Erection of class B8 industrial warehouse unit with ancillary office and associated parking, decked van storage, van staging areas and associated ancillary infrastructure, including the provision of a roundabout on Queen Elizabeth Way.	Land South Of Lockheed Close Preston Farm Industrial Estate Stockton-on-Tees TS18 3SE
14	25/0490/EIAV	Section 73 application to vary conditions no2 (Approved Plans) and no12 (Biodiversity Management Plan) of planning approval 20/0583/EIAV (to revise the location of the two shallow lagoons on the Foremarsh are of the site)	Cowpen Bewley Landfill Site Seal Sands Link Road Billingham TS23 4HS
15	25/0390/VARY	Section 73 application to vary condition no1 (Approved Plan) of planning approval 22/2561/REM - Reserved matters application for the appearance, landscaping, layout and scale for the erection of 130 dwellings to include associated infrastructure works.	Development Land Stoney Wood Drive Wynyard
16	25/0677/VARY	Section 73 to vary condition no1 (Approved Plans) of planning approval 23/1961/VARY	Plot 10 Knowles Farm Grove Bank Kirklevington TS15 9NG

17	25/0245/VARY	Section 73 to vary conditions no2 (Approved Plans), no3 (Soft Landscaping), no4 (Soft Landscape Management), no5 (Arboricultural Impact Assessment), no9 (Construction Traffic Management Plan) and no10 (Construction, Decommissioning and Management Method Statement) of planning approval 20/2131/FUL - Installation of a ground mounted photovoltaic (PV) solar energy generation system (Solar Farm) with associated equipment and infrastructure.	Hell Hole Farm Hell Hole Lane Thorpe Thewles TS21 3JN
18	23/2099/FUL	Erection of two storey factory building to include the creation of 58 car parking spaces, 8 EV parking spaces and demolition of 4no existing buildings.	Thorpe Leazes Farm Thorpe Leazes Lane Thorpe Thewles Stockton-on-Tees TS21 3HZ
19	25/0935/VARY	Section 73 application to vary the wording of condition no20 (Pedestrian Link) of planning approval 18/0910/OUT - Outline application with all matters reserved except for access for approximately 300 dwellings (Use Class C3) including landscape, open space and infrastructure.	Land South Of Green Lane East Of Railway Line West Of A67 Yarm TS15 9EH
20	25/0965/VARY	Section 73 application to vary condition no2 (Approved Plans) of planning approval 20/0279/REM - Reserved matters application for the access, appearance, landscaping, layout and scale for residential development comprising 845 dwellings.	Allens West Logistics Centre Durham Lane Eaglescliffe TS16 0RW
21	25/0956/VARY	Section 73 application to vary condition no1 (Approved Plans) of planning approval 97/2033/P - Erection of an additional academic building comprising of office, IT rooms, Laboratories and lecture room, 200 student bedrooms and ancillary to house refectory, bar and amenities.	Endeavour Court East Drive Thornaby TS17 6JZ
22	25/0672/FUL	Hybrid planning application comprising; 1. Full application for access and infrastructure works including provision of part of internal estate road and earthworks associated with re-profiling of existing site levels for creation of development plateaus, drainage works, utilities infrastructure and temporary top soil storage. 2. Outline application with all matters reserved other than access for erection of employment buildings (Use Class E(g)(ii & iii), B2/B8 including ancillary offices Use Class E(g)(i) and service yard areas, ancillary railway sidings and associated works.	Land East Of Durham Lane Eaglescliffe Stockton On Tees
23	25/1059/VARY	Section 73 application to vary condition no2 (Approved Plans) of planning approval	Land To The East Of Yarm Back Lane

		20/0191/EIS - Hybrid planning application comprising of 1) full application for the erection of 969 dwellings with associated infrastructure, access, landscaping, open space, SUDS and 2) Outline application for proposed primary school with all other matters reserved.	Stockton-on-Tees TS18 5EZ
24	25/1090/FUL	Erection of a new data centre comprising of 2no commercial units, external plants, substations to include fencing, landscaping highways access work and associated infrastructure works.	Land North Of George Stephenson Court Westland Way Preston Farm Industrial Estate Stockton-On-Tees TS18 3FB
25	25/0079/FUL	Formation of new access road.	Land Off A67 From Airport To Urlay Nook Road Eaglescliffe
26	25/0579/FUL	Installation of a Power Island with the provision of ancillary equipment and associated infrastructure	Conoco Phillips Petroleum Company Seal Sands Road Seal Sands Middlesbrough TS2 1UH
27	25/0627/VARY	Section 73 to vary condition no2 (Approved Plans), no3 (Materials), no4 (Construction Management Plan), no9 (Noise) and no11 (Surface Water Drainage) of planning approval 21/0848/FUL - Erection of waste pyrolysis plant building (plastics to fuel facility) to include apparatus, hardstanding, access and associated works	Land West Of Exwold Technology Limited Haverton Hill Road Billingham Stockton-On-Tees TS23 1PZ
28	25/1257/RET	Retrospective application for the continued use as outdoor amenity space, erection of outbuildings and pergolas, two no pitch-and-putt golf holes, pergola, footpath canopy, creation of a pond, siting of ornamental statues and outdoor W/C, hard and soft landscaping and associated works.	Ouston Moor Hall Darlington Back Lane Stockton-on-Tees TS21 1BB
29	25/1586/FUL	Erection of a maintenance vehicle storage depot (Sui Generis) including a garage, salt barn, fuel station, office accommodation and associated parking.	Land North Of Cheltenham Road Wetherby Close Portrack Interchange Business Park Stockton-on-Tees TS18 2AD
30	24/0977/OUT	Outline Planning Application (with all matters reserved except access) comprising a convenience foodstore and a parade of 4no convenience facilities (Use Class E) and associated outdoor terrace area. Erection of	Little Maltby Farm Low Lane High Leven Yarm TS15 9JT

		retirement living apartments (use class C3) or residential care accommodation (use class C2) of approx. 60 bed spaces. Erection of 4no self build residential plots (Use Class C3). Highway access to/from the A1104 Low Lane via Welwyn Road and Melandra Road connecting to northeast boundary, with associated landscaping, open space and associated works.	
31	24/2127/FUL	Erection of 58no dwellinghouses with associated infrastructure and landscaping.	Land North Of Greatham Avenue Stockton-on-Tees TS18 2QE
32	25/2132/VARY	Section 73 application to vary condition no8 (Hedgerow to the West) of planning approval 21/1478/VARY to allow the removal of 1no Ash tree and 4no Maple trees.	3 Henley Drive Thorpe Thewles Stockton-on-Tees TS21 3FQ
33	25/1198/VARY	Section 73 application to vary conditions no2 (Approved Plans) and no17 (Site Management Plan) of planning approval 20/1063/FUL - Erection of 14 no. holiday lodges with associated pathways and parking.	Land North Of Holmewood Court Aislaby Road Eaglescliffe TS16 0QN

Additional Air Quality Works Undertaken by Stockton-on-Tees Borough Council During 2025

Although Benzene does not need to be reported on within the ASR, this pollutant is monitored at the Eaglescliffe continuous site. As we monitor for this pollutant it has therefore been deemed appropriate to include it within the report. The levels of Benzene are monitored by tubes being in position for a period of two weeks which require a changeover typically every Wednesday +/- 1 day.

The tables below shows the levels of Benzene recorded for each period throughout 2025; and the annual mean 2025 which was 0.45ugm-3. The target level is 5ugm-3, thus demonstrating at this location Benzene is not breaching the target level and that no additional action is required regarding this pollutant.

Start Date	End Date	Benzene	Status / units
08/01/2025	21/01/2025	1.16	V µg/m ³
21/01/2025	05/02/2025	0.58	V µg/m ³
05/02/2025	20/02/2025	0.95	V µg/m ³

20/02/2025	05/03/2025	0.38	V $\mu\text{g}/\text{m}^3$
05/03/2025	19/03/2025	0.56	V $\mu\text{g}/\text{m}^3$
19/03/2025	02/04/2025	0.47	V $\mu\text{g}/\text{m}^3$
02/04/2025	15/04/2025	0.37	V $\mu\text{g}/\text{m}^3$
15/04/2025	02/05/2025	0.27	V $\mu\text{g}/\text{m}^3$
02/05/2025	19/05/2025	0.25	V $\mu\text{g}/\text{m}^3$
19/05/2025	29/05/2025	0.24	V $\mu\text{g}/\text{m}^3$
29/05/2025	11/06/2025	0.2	V $\mu\text{g}/\text{m}^3$
11/06/2025	26/06/2025	0.27	V $\mu\text{g}/\text{m}^3$
26/06/2025	09/07/2025		
09/07/2025	25/07/2025	0.29	V $\mu\text{g}/\text{m}^3$
25/07/2025	07/08/2025	0.19	V $\mu\text{g}/\text{m}^3$
07/08/2025	20/08/2025	0.3	V $\mu\text{g}/\text{m}^3$
20/08/2025	03/09/2025	0.32	V $\mu\text{g}/\text{m}^3$
03/09/2025	18/09/2025		
18/09/2025	02/10/2025	0.44	V $\mu\text{g}/\text{m}^3$
02/10/2025	14/10/2025	0.51	V $\mu\text{g}/\text{m}^3$
14/10/2025	28/10/2025		
28/10/2025	12/11/2025	0.48	V $\mu\text{g}/\text{m}^3$
12/11/2025	25/11/2025		
25/11/2025	10/12/2025	0.47	V $\mu\text{g}/\text{m}^3$

10/12/2025	22/12/2025	0.57	V µg/m ³
22/12/2025	06/01/2026	0.58	V µg/m ³

The annual average for benzene concentration levels are noted in the table below from 2015 to 2025.

End Dates Per Year	Levels Recorded (µg/m3)	Target (µg/m3)
2015	0.66	5
2016	0.61	5
2017	0.52	5
2018	0.6	5
2019	0.6	5
2020	0.42	5
2021	0.45	5
2022	0.42	5
2023	0.59	5
2024	0.54	5
2025	0.45	5

Further information on Benzene can be found on the Gov.uk website by using the link below:

[Benzene: general information - GOV.UK \(www.gov.uk\)](https://www.gov.uk/benzene-general-information)

QA/QC of Diffusion Tube Monitoring

Stockton-on-Tees Borough Council nitrogen dioxide diffusion tube programme is operated in accordance with the diffusion tube monitoring calendar and through an approved laboratory (SOCOTEC, Didcot) with formal accreditation to BS standards and one that

participates in the AIR-PT programme. Particular attention is paid to correct installation of the tubes at site and reliable exposure duration. Throughout 2025 the diffusion tube calendar was adhered to at all times.

Tube precision for this laboratory is consistently shown as good for tube preparation 50% TEA in acetone. As can be seen from the table below SOCOTEC are considered to be satisfactory as they have 100% across seven out of their last nine rounds (AIR PT-Rounds 62 to 74) with an average of 95% from the last five rounds, this indicates that diffusion tube results should be accurate to within +/- 2%. If the results below had been unsatisfactory over the previous nine rounds it would cast doubt over the validity of the data and local bias adjustment factor.

AIR PT Round	AIR PT AR062	AIR PT AR063	AIR PT AR065	AIR PT AR066	AIR PT AR068	AIR PT AR069	AIR PT AR071	AIR PT AR072	AIR PT AR074
Round conducted in the period	January – February 2024	April – June 2024	July – August 2024	September – October 2024	January – February 2025	April – June 2025	July – September 2025	October – December 2025	January – February 2026
Aberdeen Scientific Services	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
Cardiff Scientific Services	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Edinburgh Scientific Services	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	0 %
SOCOTEC	100 % [1]	100 % [1]	100 % [1]	100 % [1]	87.5 % [1]	100 % [1]	100 % [1]	87.5 % [1]	100 % [1]

Diffusion Tube Annualisation

Where monitoring data capture is below 75% of the full year, the data has been annualised against other local data where greater than 75% data of the same pollutant has been captured. Stockton-on-Tees has obtained a high percentage of data capture and so annualisation has not been required for any of our continual monitoring AURN sites; however it was required for diffusion tubes S11 which obtained data capture below 75%.

As per the requirements of box 7.9 within TG22, data was obtained from High Muffles, North Yorkshire, Hartlepool St Abbs Walk and Middlesbrough AURN's as these are classed as background sites on the national network and are within 50 miles of the diffusion tubes.

The annualisation of S11 against these sites resulted in an average annualised factor of 0.9093, a raw data simple annual mean 39.7mg/m³ and an annualised data simple annual mean 36.1mg/m³. Using the Local Bias Adjustment factor of 0.78 multiplied against 36.1mg/m³, the final result for S11 is 28.2mg/m³.

The data used to generate the annualisation can be seen below:



Continuous Monitoring Data Inputs for Annualisation

Enter data into the pink cells

i) Enter Continuous Background Monitoring Data

Start Date	08/01/2025
Start Time	14:00

NO ₂ Hourly Concentrations (µg/m ³)				
	Sufficient (>85%) annual data capture	Sufficient (>85%) annual data capture	Sufficient (>85%) annual data capture	
Date & Time	Middlesbrough (UKA00220)	Hartlepool St Abbs Walk (UKA00645)	High Muffles (UKA00169)	Site 4 Name
08/01/25 14:00	26.24058	33.47688	0.82761	
08/01/25 15:00	37.02179	42.64784	0.58445	
08/01/25 16:00	48.44023	49.63877	0.633	
08/01/25 17:00	62.39821	60.57029	0.63293	
08/01/25 18:00	64.67488	63.39199	0.14626	
08/01/25 19:00	66.29216	60.77153	0.24353	
08/01/25 20:00	59.11215	55.04911	0.29235	
08/01/25 21:00	57.46371	54.74641	0.24362	
08/01/25 22:00	50.6781	53.01502	0.13012	
08/01/25 23:00	42.4522	55.09807	1.21685	
09/01/25 00:00	28.16414	50.6842	1.99557	
09/01/25 01:00	17.0822	43.58448	3.57085	
09/01/25 02:00	11.12886	19.3797	1.23381	
09/01/25 03:00	10.20745	15.09642	0.53586	
09/01/25 04:00	9.03753	13.00421	0.58464	
09/01/25 05:00	8.29321	13.7685	0.68206	
09/01/25 06:00	11.5891	12.13554	0.68187	
09/01/25 07:00	21.9013	13.05324	0.39003	
09/01/25 08:00	42.03646	17.74337	0.92548	



Annualisation Summary - Information Only

Go to STEP 3 - Bias Adjustment

Diffusion Tube ID	Annualisation Factor Middlesbrough (UKA00220)	Annualisation Factor Hartlepool St Abbs Walk (UKA00645)	Annualisation Factor High Muffles (UKA00169)	Annualisation Factor Site 4 Name	Average Annualisation Factor	Raw Data Simple Annual Mean (µg/m ³)	Annualised Data Simple Annual Mean (µg/m ³)	Comments
S11	0.8873	0.9459	0.8945		0.9093	39.7	36.1	

Table C.1 – Annualisation Summary (concentrations presented in µg/m³)

Site ID	Annualisation Factor Middlesbrough	Annualisation Factor Hartlepool, St Abbs Walk	Annualisation Factor High Muffles	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
S11	0.8873	0.9459	0.8945	0.9093	39.7	36.1

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Stockton-on-Tees Borough Council have applied a local bias adjustment factor of 0.78 to the 2025 monitoring data. A summary of bias adjustment factors used by Stockton-on-Tees Borough Council over the past five years is presented in Table C.2.

Table C.2 – Bias Adjustment Factor

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

Stockton-on-Tees Borough Council have applied a local bias adjustment factor of 0.78 to the 2025 monitoring data. This has been obtained using the local co-located diffusion tubes at Eagescliffe, whilst the national spreadsheet version 03/26 which was obtained following 17 studies and also reported the same adjustment factor of 0.78 as shown below.

National Diffusion Tube Bias Adjustment Factor Spreadsheet						Spreadsheet Version Number: 03/26				
Follow the steps below in the correct order to show the results of relevant co-location studies								This spreadsheet will be updated at the end of June 2026 LAQM Helpdesk Website		
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods										
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet										
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.										
The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.						Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.				
Step 1:		Step 2:	Step 3:	Step 4:						
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution Where there is more than one study, use the overall factor ² shown in blue at the foot of the final column.						
If a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data.	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 ² To make your calculation, choose (Alt) from the pop-up list	Year ³ To make your calculation, choose (Alt)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision ⁵	Bias Adjustment Factor (A) (Cm/Dm)
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Gravesham Borough Council	12	21	19	8.2%	G	0.92
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	48	31	52.1%	G	0.66
SOCOTEC Didcot	50% TEA in acetone	2025	UB	North East Lincolnshire Council	12	13	11	22.3%	G	0.81
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	41	30	37.6%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	24	19	22.5%	G	0.82
SOCOTEC Didcot	50% TEA in acetone	2025	UI	North Lincolnshire Council	12	15	12	21.3%	G	0.82
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Derry City And Strabane District Council	12	12	8	40.1%	G	0.71
SOCOTEC Didcot	50% TEA in acetone	2025	R	Wrexham County Borough Council	12	16	14	9.2%	G	0.92
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	11	19	16	21.3%	G	0.82
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	10	20	16	26.3%	G	0.79
SOCOTEC Didcot	50% TEA in acetone	2025	R	Ipswich Borough Council	12	35	26	36.4%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	10	36	28	27.7%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Leeds City Council	12	27	20	35.4%	G	0.74
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	12	36	26	37.4%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	11	23	18	26.9%	G	0.79
SOCOTEC Didcot	50% TEA in acetone	2025	UC	Leeds City Council	12	24	19	28.0%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Southend-on-sea City Council	11	16	12	28.5%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2025	Overall Factor ² (17 studies)					Use		0.78

A local bias adjustment factor was obtained within Stockton-on-Tees after using the three co-located diffusion tubes at the Eaglescliffe AURN site, the local bias adjustment factor was 0.78.

A summary of bias adjustment factors used by Stockton-on-Tees Borough Council over the past five years is presented in Table C.2.

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

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	11				
Bias Factor A	0.78 (0.72 - 0.85)				
Bias Factor B	28% (18% - 38%)				
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)					
Mean CV (Precision)	11.9				
Automatic Mean ($\mu\text{g}/\text{m}^3$)	7.8%				
Data Capture					
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	9.3				

Notes:

A single local bias adjustment factor has been used to bias adjust the 2025 diffusion tube results.

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO₂ concentrations corrected for distance are presented in Table B.1.

No diffusion tube monitoring locations required distance correcting during 2025.

Table C.4 – Non-Automatic NO₂ Fall off With Distance Calculations (concentrations presented in $\mu\text{g}/\text{m}^3$)

No site required distance correction during 2025 within Stockton-on-Tees Borough Council.

QA/QC of Automatic Monitoring

The two Stockton-on-Tees fixed continuous AURN / Local monitoring stations are modern installations, operated under a comprehensive service contract. Operators of the sites have received supplier training. Calibrations are undertaken in-line with the requirements of the

site types which are fortnightly calibrations at all sites. All relevant calibration data is passed to the AURN network operators (Bureau Veritas (BV) for their QA / QC of the AURN monitors and Local Site Operator (LSO) duties are undertaken by Officers within the Environmental Health department.

The Council is committed to achieving accuracy, precision, data capture, traceability and long-term consistency to ensure that data is representative of ambient air quality. In common with other Tees Valley Councils, Stockton-on-Tees has a documented quality assurance and control program, which includes an established schedule of regular site calibrations, validation of data, and documentation of all procedures. Details are summarised as follows:

Calibration	Daily 'automatic' calibration with frequent (fortnightly, or monthly) manual checks. Calibration gas obtained from approved gas standard suppliers.
Equipment	Comprehensive service agreement with the supplier. The equipment is serviced during the summer and winter.
Data capture	Site operators are experienced and trained personnel, monitoring data capture to ensure that faults are detected and corrected quickly.
Ratification	Data is screened, to check for unusual measurements. Suspicious data is investigated fully, and if found to be faulty, is deleted from the records. Particular attention is paid to possible environmental changes in the vicinity of the analyser. Live and historical data is available to download from the DEFRA website using the following link: Data Selector Tool - Defra, UK

PM₁₀ and PM_{2.5} Monitoring Adjustment

The type of PM₁₀ & PM_{2.5} monitors utilised within Stockton-on-Tees Borough Council do not require the application of a correction factor.

Automatic Monitoring Annualisation

Annualisation was not required for any automatic monitoring site for 2025 within Stockton-on-Tees Borough Council.

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, automatic annual mean NO₂ concentrations corrected for distance are presented in Table A.3.

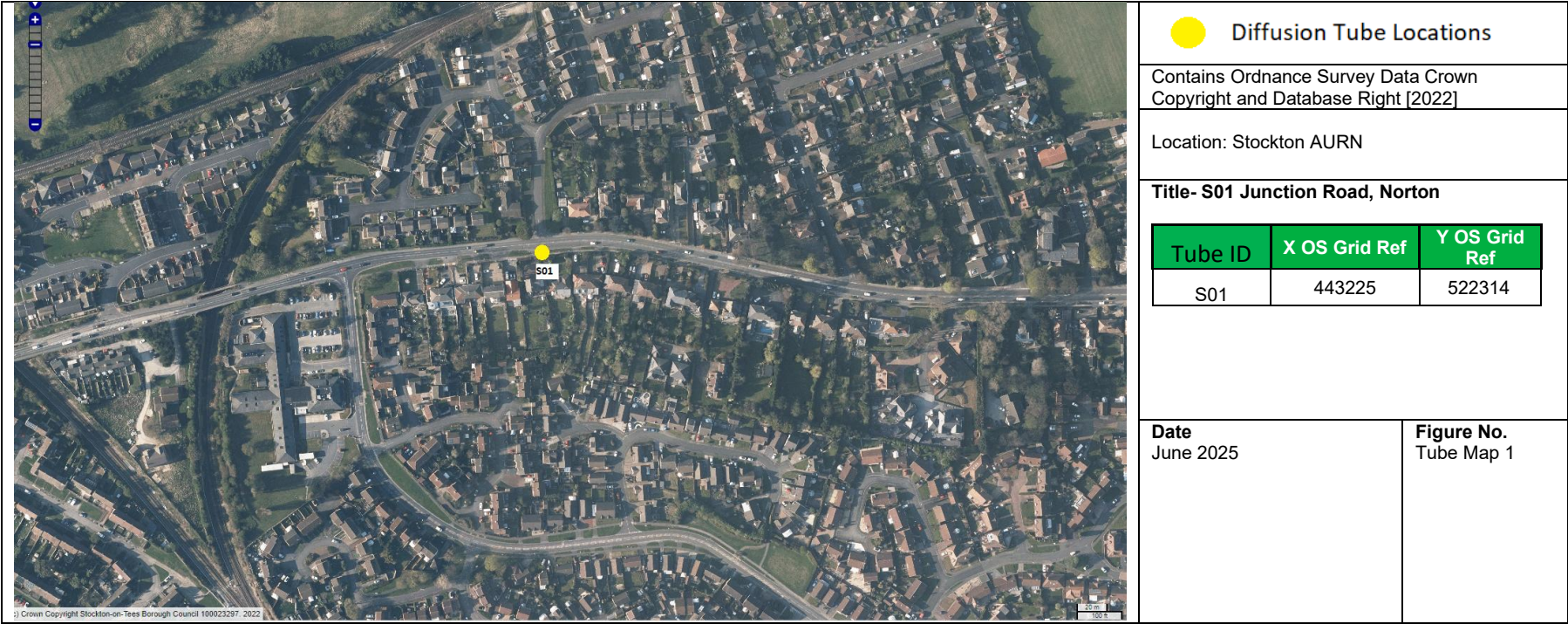
No automatic NO₂ monitoring locations within Stockton-on-Tees Borough Council required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring

Stockton-on-Tees Borough Council does not undertake air quality monitoring with low cost sensor monitoring.

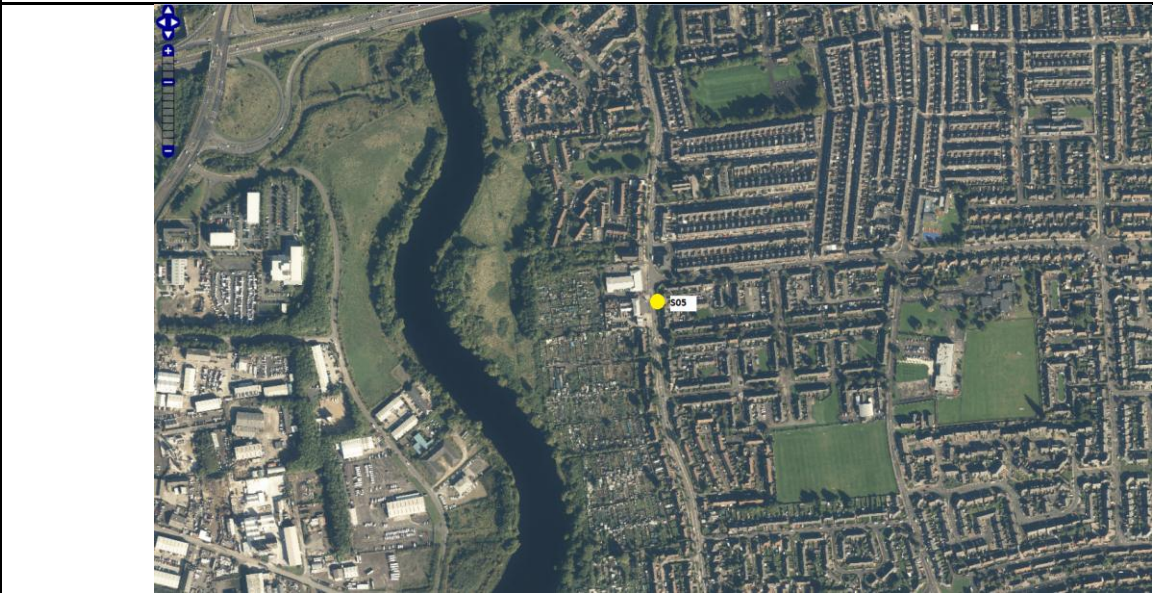
Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Map of Non-Automatic Monitoring Site





Diffusion Tube Locations	
Contains Ordnance Survey Data Crown Copyright and Database Right [2022]	
Location: S02- Eaglescliffe AURN A S03- Eaglescliffe AURN B S04- Eaglescliffe AURN C	
Title- Eaglescliffe AURN & Tubes Diffusion Tube Locations	
Tube ID	X OS Grid Ref
S02	441627
S03	441627
S04	441627
Date June 2025	
Figure No. Tube Map 2	



Diffusion Tube Locations	
Contains Ordnance Survey Data Crown Copyright and Database Right [2022]	
Location: S05- Thornaby Road, Thornaby	
Title S05- Thornaby Road, Thornaby Diffusion Tube Locations	
Tube ID	X OS Grid Ref
S05	445024
Date June 2025	
Figure No. Tube Map 3	

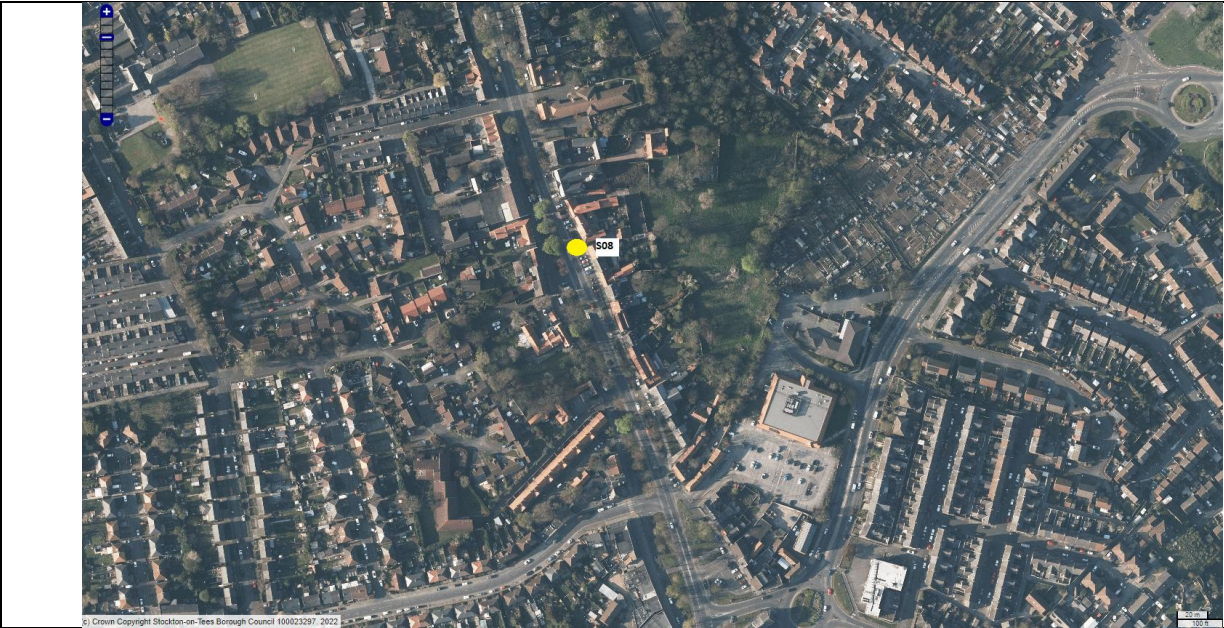
Diffusion Tube Locations



Contains Ordnance Survey Data Crown Copyright and Database Right [2022]		
Location: S06- Yarm High Street		
Title S06- Yarm High Street Diffusion Tube Locations		
Tube ID	X OS Grid Ref	Y OS Grid Ref
S06	441924	512846
Date June 2025		Figure No. Tube Map 4



Diffusion Tube Locations		
Contains Ordnance Survey Data Crown Copyright and Database Right [2022]		
Location: S07 Green Lane, Yarm		
Title- S07 Green Lane, Yarm		
Tube ID	X OS Grid Ref	Y OS Grid Ref
S07	441536	510919
Date June 2025		Figure No. Tube Map 5

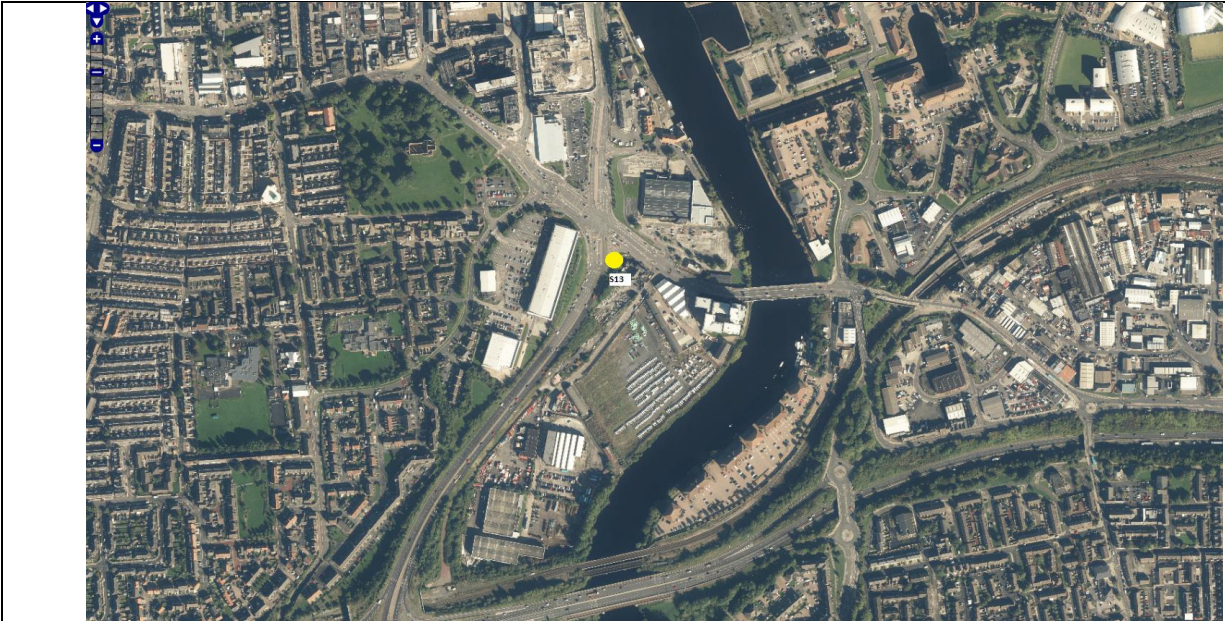


Diffusion Tube Locations	
Contains Ordnance Survey Data Crown Copyright and Database Right [2022]	
Location: S08- High Street, Norton	
Title S08- High Street, Norton Diffusion Tube Locations	
Tube ID	X OS Grid Ref
S08	444598
Y OS Grid Ref	521807
Date June 2025	
Figure No. Tube Map 6	



Diffusion Tube Locations	
Contains Ordnance Survey Data Crown Copyright and Database Right [2022]	
Location:S09- Marsh House Avenue, Billingham	
Title S09- Marsh House Avenue, Billingham Diffusion Tube Locations	
Tube ID	X OS Grid Ref
S09	446383
Y OS Grid Ref	523972
Date June 2025	
Figure No. Tube Map 7	







Diffusion Tube Locations

Contains Ordnance Survey Data Crown
Copyright and Database Right [2022]

Location: S13- Saint Johns Crossing, Stockton

Title S13- Saint Johns Crossing, Stockton
Diffusion Tube Locations

Tube ID	X OS Grid Ref	Y OS Grid Ref
S13	444677	518386

Date

June 2025

Figure No.

Tube Map 10





Diffusion Tube Locations

Contains Ordnance Survey Data Crown Copyright and Database Right [2022]

Location: S14- Portrack Lane, Stockton

Title S14- Portrack Lane, Stockton

Diffusion Tube Locations

Tube ID	X OS Grid Ref	Y OS Grid Ref
S14	446312	520022

Date

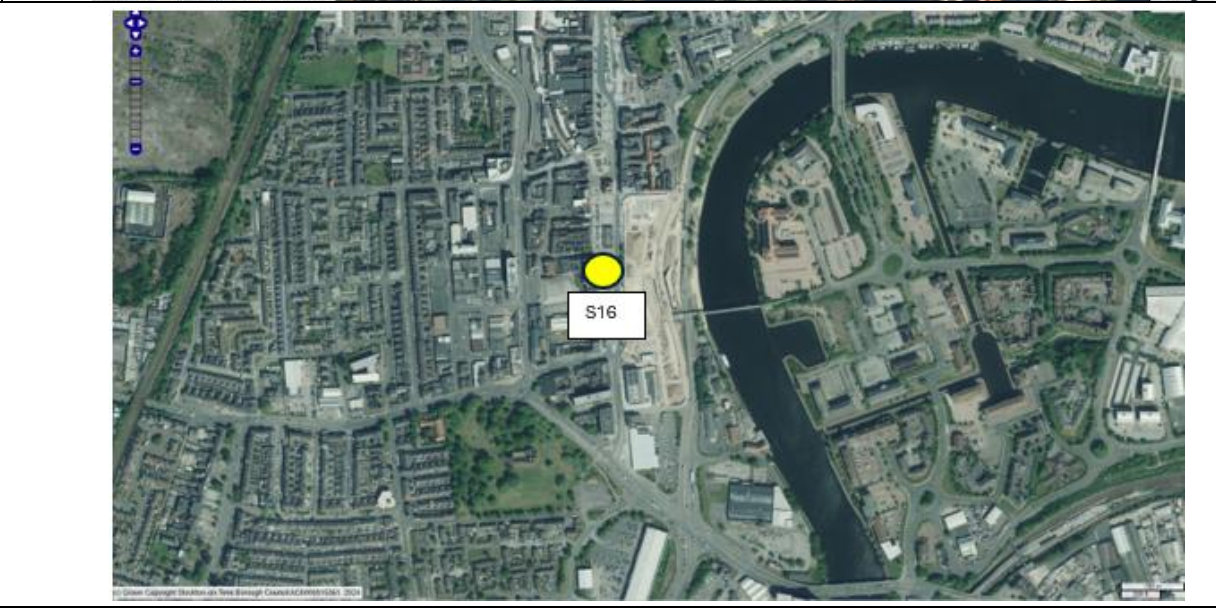
June 2025

Figure No.

Tube Map 11

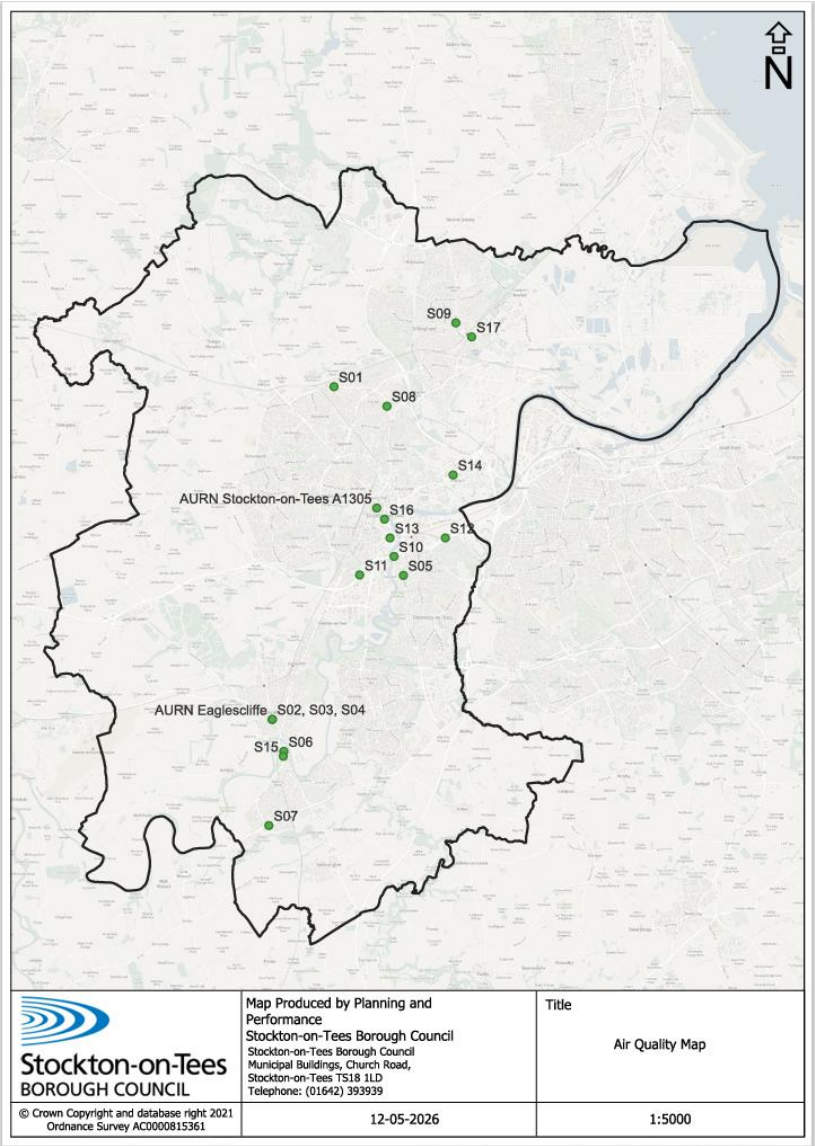


● Diffusion Tube Locations	
Contains Ordnance Survey Data Crown Copyright and Database Right [2022]	
Location: S15- High Street Yarm 2	
Title S15- High Street Yarm 2	
Tube ID	X OS Grid Ref
S15	441911
Y OS Grid Ref	512717
Date June 2025	
Figure No. Tube Map 12	



● Diffusion Tube Locations	
Contains Ordnance Survey Data Crown Copyright and Database Right [2024]. Crown Copyright Stockton-on-Tees Borough Council AC0000815361.2024.	
Location: S16- Stockton High Street	
Title S16- Stockton High Street	
Tube ID	X OS Grid Ref
S16	444535
Y OS Grid Ref	518873
Date May 26	
Figure No. Tube Map 13	





The map above shows the position of all diffusion tubes and automatic sites throughout Stockton-on-Tees in 2025.

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England²

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

² The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
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

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dioxide, Sulfur Dioxide and Carbon Monoxide. [online] *iris.who.int*. World Health Organization. Available at: <https://iris.who.int/handle/10665/345329>.

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Community Safety Select Committee – Air Quality

22nd October 2026

Air Quality Objectives

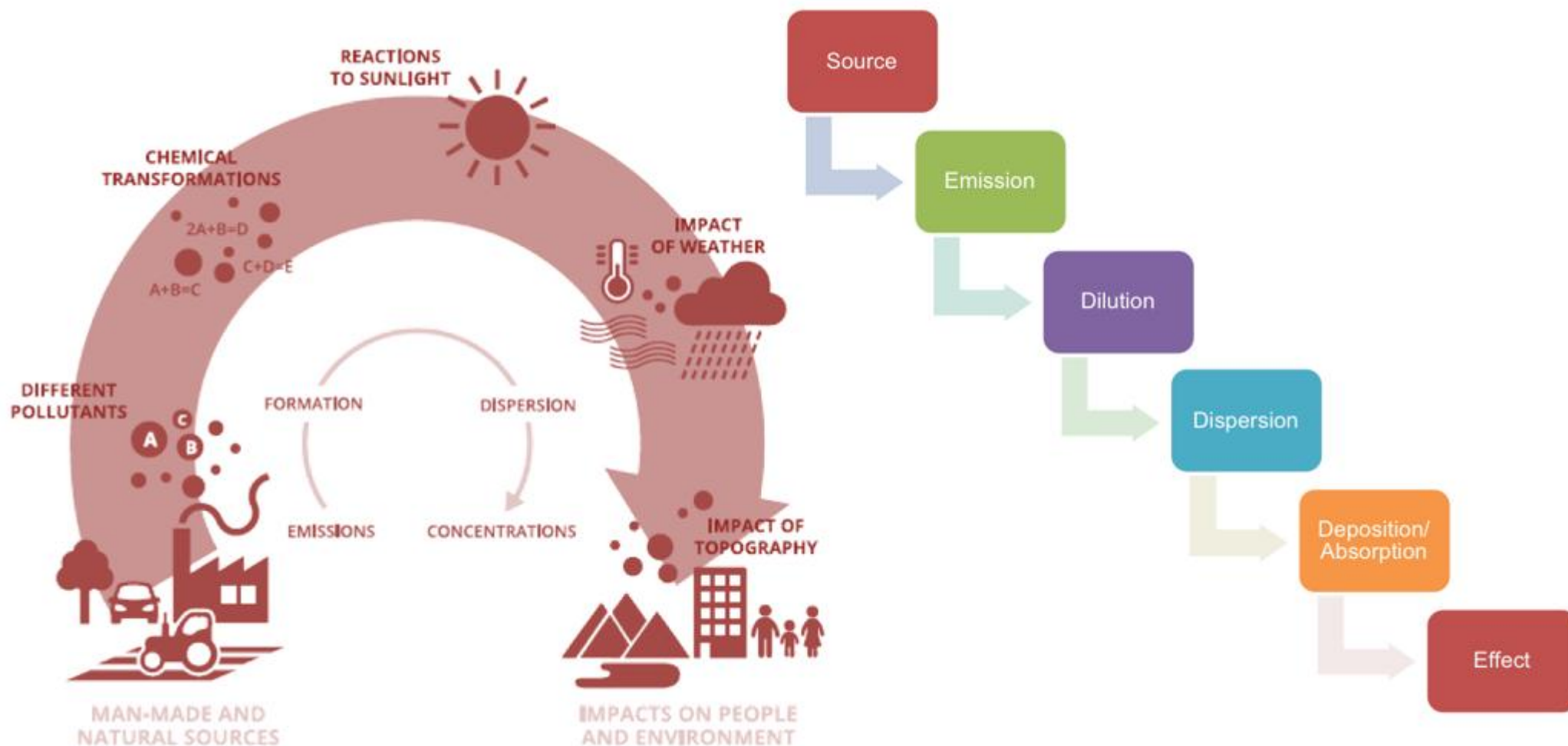
Pollutant	Objective	Averaging Period	Obligation
Nitrogen dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	All local authorities
	40µg/m ³	Annual mean	All local authorities
Particulate Matter (PM ₁₀)	50µg/m ³ not to be exceeded more than 35 times a year	24-hour mean	All local authorities
	50µg/m ³ not to be exceeded more than 7 times a year	24-hour mean	Scotland only
	40µg/m ³	Annual mean	All local authorities
	18µg/m ³	Annual mean	Scotland only
Particulate Matter (PM _{2.5})	Work towards reducing emissions/concentrations of fine particulate matter (PM _{2.5})	Annual mean	England only
	10µg/m ³	Annual mean	Scotland only
Sulphur dioxide (SO ₂)	266µg/m ³ not to be exceeded more than 35 times a year	15-minute mean	All local authorities
	350µg/m ³ not to be exceeded more than 24 times a year	1-hour mean	All local authorities
	125µg/m ³ not to be exceeded more than 3 times a year	24-hour mean	All local authorities
Benzene (C ₆ H ₆)	16.25µg/m ³	Running annual mean	All local authorities
	5µg/m ³	Annual mean	England and Wales only
	3.25µg/m ³	Running annual mean	Scotland and Northern Ireland only
1,3-Butadiene (C ₄ H ₆)	2.25µg/m ³	Running annual mean	All local authorities
Carbon Monoxide (CO)	10mg/m ³	Maximum daily running 8-hour mean	England, Wales and Northern Ireland only
	10mg/m ³	Running 8-hour mean	Scotland only
Lead (Pb)	0.5µg/m ³	Annual mean	All local authorities
	0.25µg/m ³	Annual mean	All local authorities

6.2 Environment Act PM2.5

[The Environmental Targets \(Fine Particulate Matter\) \(England\) Regulations 2023](https://www.legislation.gov.uk/uksi/2023/96/contents/made)
(<https://www.legislation.gov.uk/uksi/2023/96/contents/made>)

Pollutant & metric	Target	Target year
PM2.5 annual mean concentration	Interim target: 12 µg/m ³	2028
PM2.5 annual mean concentration	Legally binding target: 10 µg/m ³	2040
PM2.5 population exposure	Interim target: 22% reduction in exposure compared to 2018	2028
PM2.5 population exposure	Legally binding target: 35% reduction in exposure compared to 2018	2040

Air Quality Emmission Pathway



NO2, PM2.5 & PM10

NO2 – combustion process mainly from road transport, electric supply industry and aviation.

NOX domestic boilers

PM10 is typically from dust, car wear and tear and domestic wood burners.

PM2.5 is typically from car wear and tear, tyres and break disks etc and domestic wood burners.

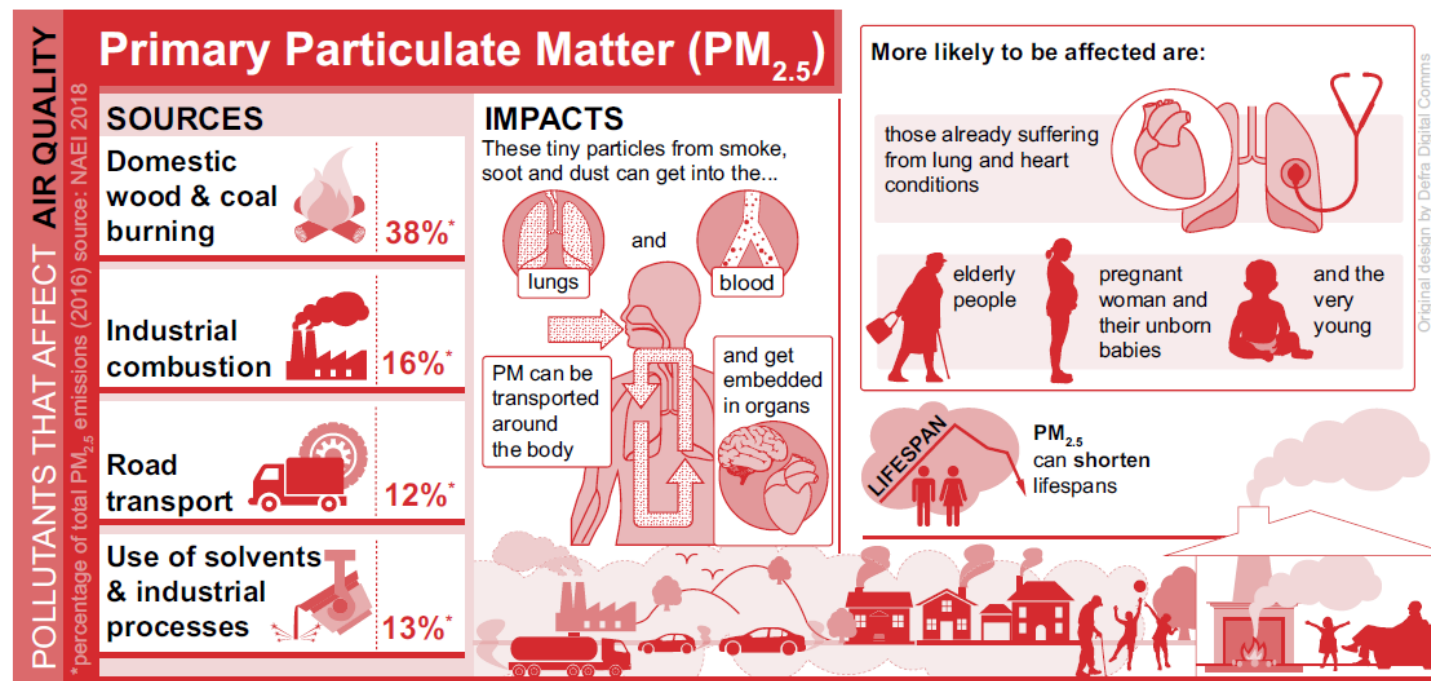
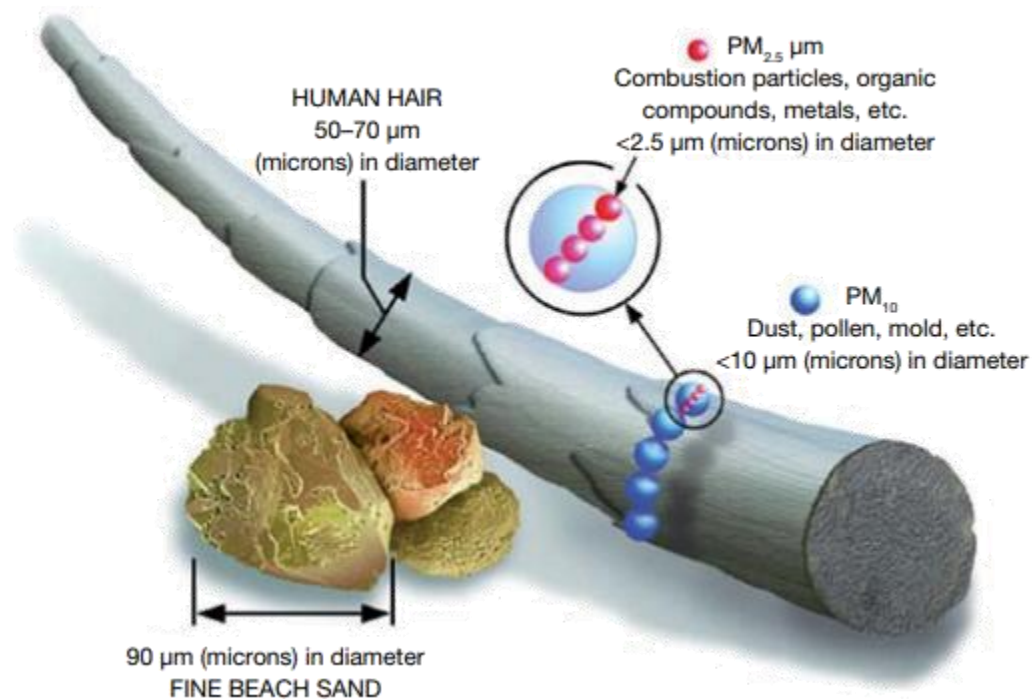
Ammonia- Agriculture

Sulphur Dioxide (SO2)- electricity generation fuelled by coal, shipping, railways

Benzene- Road transport, domestic burning of coal and wood for heating.

<https://iris.who.int/bitstream/handle/10665/345329/9789240034228-eng.pdf?sequence=1>

PM



Particulate Matter (PM) Basics | US EPA

Automatic Monitoring

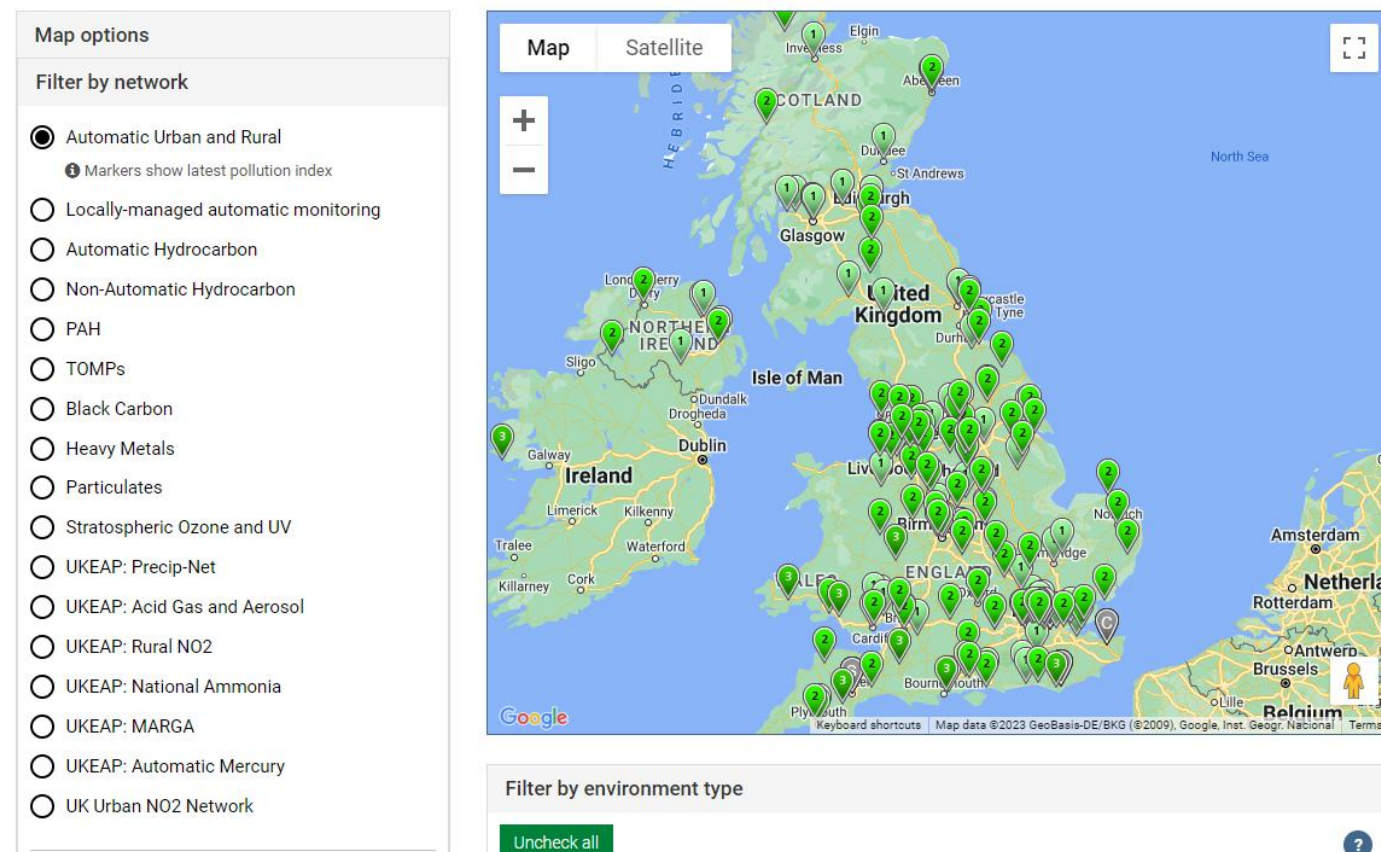
- Eaglescliffe- NO2, PM2.5, PM10 and Benzene
- Stockton A1305- NO2 & PM2.5
- Calibrated every 2- 4 weeks to ensure equipment and data is accurate for use.
- Data is logged every hour and is available as public information.
- Data is ratified quarterly.



UK Monitoring Network

Interactive monitoring networks map

Use the interactive map below to explore different UK monitoring networks. The map shows the current sites within the network selected. Information about the selected network is shown below the map.



Diffusion Tubes

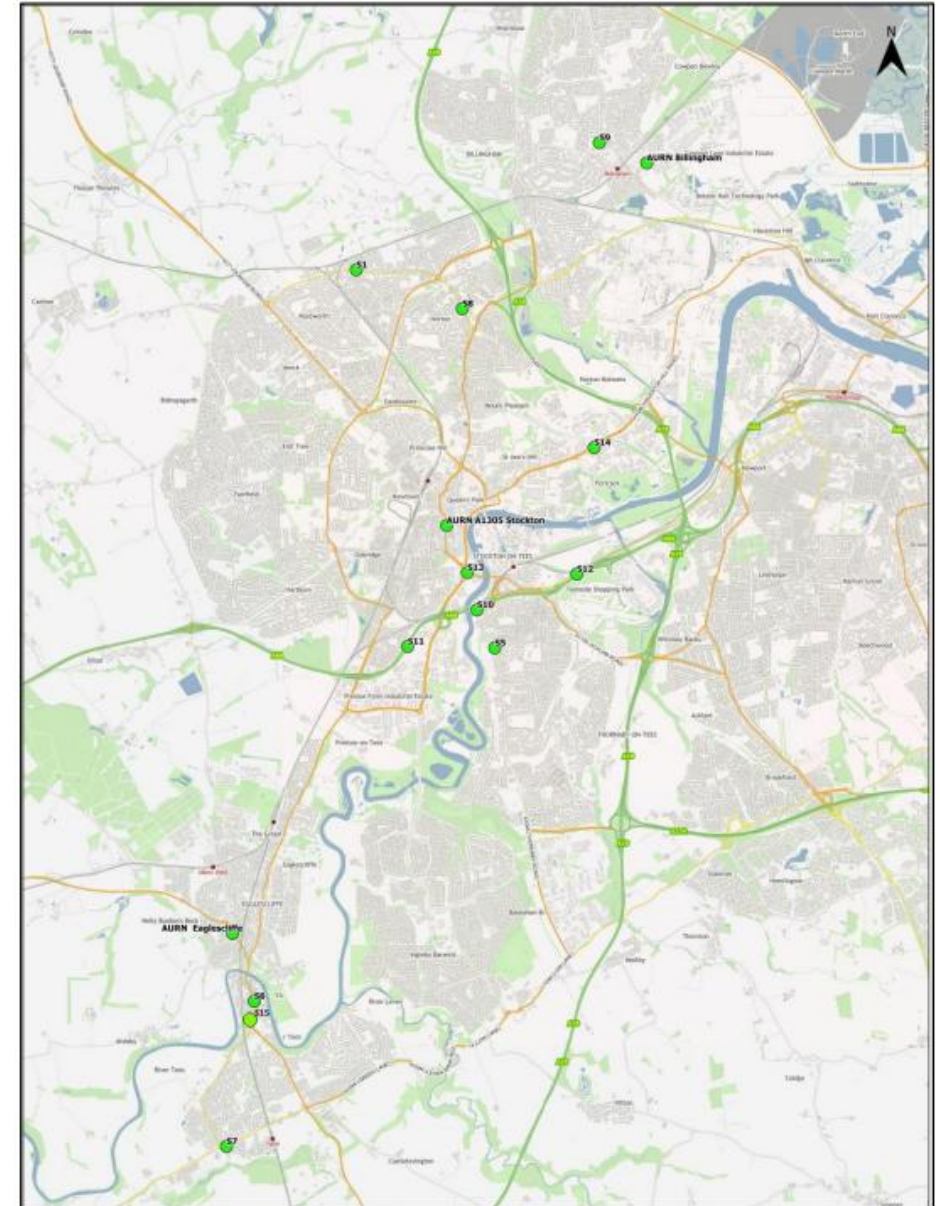
Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
S01	Junction Road, Norton	Roadside	443225	522314	NO2	No	15.0	1.3	No	2.3
S02, S03, S04	AQM Eaglescliffe	Roadside	441627	513678	NO2	No	8.0	5.0	Yes	3.0
S05	Thornaby Road, Thornaby	Roadside	445024	517414	NO2	No	6.0	3.0	No	2.4
S06	High Street, Yarm	Roadside	441924	512846	NO2	No	3.0	20.0	No	2.1
S07	Green Lane, Yarm	Roadside	441536	510919	NO2	No	23.0	3.0	No	2.4
S08	High Street, Norton	Roadside	444598	521807	NO2	No	1.0	3.0	No	2.5
S09	Marsh House Avenue, Billingham	Roadside	446383	523972	NO2	No	2.0	2.5	No	2.5
S10	A66 Sun Gardens	Roadside	444783	517906	NO2	No	82.0	3.0	No	2.7
S11	A66 Yarm Road	Roadside	443890	517425	NO2	No	43.0	6.5	No	2.4
S12	A66 Middlesbrough Road	Roadside	446112	518388	NO2	No	40.0	5.5	No	2.6
S13	St John's Crossing, Stockton	Roadside	444677	518386	NO2	No	21.0	8.3	No	2.1

LAQM Annual Status Report 2023

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This document was classified as: OFFICIAL

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)
S14	Portrack Lane, Stockton	Roadside	446312	520022	NO2	No	370.0	3.5	No	2.5
S15	High Street, Yarm 2	Roadside	441911	512717	NO2	No	7.5	10.7	No	2.1



Air Quality Data Processing

UK Air website for automatic data [Data Archive - Defra, UK](#)

Diffusion tube data emailed monthly.

Diffusion tube data processing.

All data feeds into the ASR.

Sample Number	Site	Date and Time ON	Date and Time OFF	Exposure Time (Hours)	Total µg	µg m ⁻³	ppb	Comments
STOCK/23A/NA6S1	121 Junction Rd	30/08/2023 07:38	04/10/2023 08:47	841.15	1.12	19.1	9.9	
STOCK/23A/NA6S2	AQM 1 - Eaglescliffe	30/08/2023 08:39	04/10/2023 10:46	842.12	0.88	15	7.8	
STOCK/23A/NA6S3	AQM 2 - Eaglescliffe	30/08/2023 08:39	04/10/2023 10:46	842.12	0.82	13.9	7.2	
STOCK/23A/NA6S4	AQM 3 - Eaglescliffe	30/08/2023 08:39	04/10/2023 10:46	842.12	0.96	16.3	8.5	
STOCK/23A/NA6S5	237, Thornaby Rd, Thornaby	30/08/2023 08:16	04/10/2023 10:07	841.85	1.55	26.3	13.7	
STOCK/23A/NA6S6	High Street, Yarm	30/08/2023 09:00	04/10/2023 10:42	841.70	1.32	22.4	11.6	
STOCK/23A/NA6S7	Green Lane, Yarm	30/08/2023 09:11	04/10/2023 10:32	841.35	0.82	14	7.3	
STOCK/23A/NA6S8	High St, Norton	30/08/2023 07:44	04/10/2023 08:52	841.13	1.31	22.3	11.6	
STOCK/23A/NA6S9	Marsh House Av, Billingham	30/08/2023 07:26	04/10/2023 08:38	841.20	1.13	19.3	10	

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO ₂ Mean Concentrations (µg/m ³)												Simple Annual Mean (µg/m ³)			Comment
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (0.76) and Annualised	Distance Corrected to Nearest Exposure	
S01	443225	522314	30.6	20.1	27.3	21.5	15.1	14.2	14.5	17.2	19.5	21.2	9.1	27.0	19.8	15.0		
S02	441627	513678	14.1	8.8	20.3	15.6	8.7	6.7	9.4	13.7	15.8	14.2	15.1	16.5	-	-		Triplicate Site with S02, S03 and S04 - Annual data provided for S04 only
S03	441627	513678	17.0	9.4	20.2	16.0	8.9	6.5	9.5	14.6	16.4	12.7	14.7	18.1	-	-		Triplicate Site with S02, S03 and S04 - Annual data provided for S04 only
S04	441627	513678	15.2	6.5	14.5	15.9	9.7	6.7	9.4	12.6	16.5	13.4	4.2	19.8	13.0	9.9		Triplicate Site with S02, S03 and S04 - Annual data provided for S04 only
S05	445024	517414	25.2	17.6	33.4	26.2			17.6	21.8	23.9	22.4	28.1	30.9	24.7	18.8		
S06	441924	512846	29.6	18.0	29.1	27.8	18.2	12.7	17.3	23.1	24.2	25.4	23.1	29.5	23.2	17.6		
S07	441536	510919	14.5	9.3	11.8		7.4	6.9	9.0	13.7	12.1	12.0	13.8	15.9	11.5	8.7		
S08	444598	521807	29.8	16.8	26.5	21.1	17.3	15.4	17.9	19.6	20.5	20.1	25.2	28.4	21.6	16.4		
S09	446383	523972			15.4		13.4	12.2	13.7	16.8	18.7	22.7	21.0	24.5	17.6	13.4		
S10	444783	517906	42.8	20.0	37.9	49.4	33.6	29.7	38.3	47.2	51.0	29.5	34.1	36.6	37.5	28.5		
S11	443890	517425			41.8	51.8		34.9	43.1	48.5	47.7	43.7	40.3		44.0	34.2		
S12	446112	518388	60.4	39.4	51.4	34.4	29.4	29.2	33.2	34.3	35.1	34.2	43.5	49.6	39.5	30.0		
S13	444677	518386	41.3		34.1	30.8	26.3	26.5	28.4	29.0	30.0	33.2	9.4	38.0	29.7	22.6		
S14	446312	520022	44.6	27.9	41.4	30.2	22.3	22.8	22.8	28.5	28.1	29.9	27.3	36.3	30.2	22.9		
S15	441911	512717	27.3	23.7	19.3	21.1	17.9	17.7	18.7	19.7	21.8	21.1	17.4	28.1	21.2	16.1		

Clean Air Day

- Park Events- 278 people spoken to with 183 kites issued for children to exercise outdoors.
- Social Media Posts- 5,206 views across three social media platforms
- KYIT Views (SBC Intranet)- 1,738 views to the Local Authorities Intranet page where an article for Clean Air Day was posted.
- Stockton Council Driver Fleet- Information was shared with vehicle fleet Managers which has the potential to reach approximately 400 drivers.
- Information shared with hackney carriage drivers waiting on ranks- 30 drivers
- Information shared with Cowpen Depot who distributed information to drivers who came for vehicle tests- 34 drivers
- Information was shared with taxi group social media page, private messaging group and private hire drivers which combined had the potential to reach 950 drivers.

Totalling potential contact made with **8,456 residents, employees and drivers.**

This is the first Clean Air Day campaign which has been ran by the Authority for a number of years and has been hailed a success.



Clean Air Day – 15 June 2023

"Clean up our air to look after your mind this #CleanAirDay"

Clean Air Day, the UK's largest campaign on air pollution is happening on **Thursday 15 June 2023.**

Cleaning up our air is good for us in many ways: it not only benefits our physical health and the environment but can also protect our mental health. The physical health impacts of air pollution – such as asthma, heart disease and cancers – have been recognised for decades. More recently, researchers are beginning to understand how air pollution can affect our mental health.

Exposure to air pollution increases the risk of certain mental health conditions such as depression, anxiety and dementia.

This year's campaign will encourage people to visit the [Clean Air Hub](#) to:

- **Learn:** find out more about how air pollution impacts our mental, physical and planet's health.
- **Act:** walk, wheel or use public transport to reduce your exposure and contribution to air pollution. If you drive, try leaving the car behind on Clean Air Day and one day every week.

This Clean Air Day there are simple steps we can all take to help us cut down on the pollution we cause. Any reductions in air pollution that we make will lead to health improvements for us and for our local community.

This year as part of Clean Air Day Stockton-on-Tees Borough Council are engaging with local residents at Ropner and Preston parks to discuss air quality and encourage active transport, as well information being available via the Council's website. We will also be contacting retailers about changes to legislation with regards to the sale of solid fuels, posting messages on social media, encouraging vehicle anti-idling through our licensed taxi drivers and our Council fleet drivers.

Within Stockton-on-Tees we monitor air quality at three sites using automatic monitoring equipment and at an additional 13 locations using passive diffusion tubes. The data from this monitoring demonstrates that as an Authority we are not breaching National air quality objective levels and as such do not need to declare an Air Quality Management Area.

Despite not having an Air Quality Management Area the Authority has an established Air Quality Working Group which meets on a regular basis comprising of the Heads of Service from Environmental Health, Fleet Management, Highways, Planning, Public Health, Planning and Environment & Leisure whose purpose is to further improve the Air Quality within the Borough in order to protect Public Health.

For further information on Clean Air Day please visit the [Action for clean air website](#) by Global Action Plan.

The latest copy of our annual Air Quality report which has been approved by DEFRA can be requested by emailing Environmental.Health@Stockton.gov.uk

 **Stockton-on-Tees Borough Council** @stocktoncouncil · 10 Jun

☀️ Clean Air Day is coming up next week (June 15)! There are lots of things you can do to help reduce air pollution, like walking or cycling where you can.

👉 To find out more, visit cleanairday.org.uk

#CleanAirDay



Clean Air Day

Last week we told you about a range of activities which were held on Clean Air Day on Thursday 15 June. Environmental Health and Public Health colleagues attended Ropner Park and Preston Park where they were joined by Councillor Stephenson to speak with residents about air quality and ways in which they can contribute to improve air quality within our Borough.

Through a combination of engaging with residents in the parks, sharing messages on social media, and disseminating information through various channels, we reached close to 8,500 residents, employees and drivers which we hope will have long-term behaviour changes to ensure air quality levels are improved throughout the Borough for our residents.

Aside from Clean Air Day, work is also continuing within Environmental Health and the wider Authority to improve air quality levels and raise awareness around air quality. This week, Environmental Health held a meeting with the Head Teachers of all our Primary Schools. The team aim to deliver assemblies and roll out a Key Stage Two lesson plan to pupils from September which aims to educate our next generation about air quality. We also have work on-going with retailers around changes to legislation about the sale of fuel for domestic use, and in the coming weeks work is due to commence on our Air Quality Strategy.

Find out more about [air quality in the Borough](#).

[Visit the Clean Air Hub](#) to learn more about air pollution and how you can take action.

KS2 Project

- KS2 lesson plan created
- Assembly plan to be created
- Anti idling signs to be erected at all schools in the Borough
- Enforcement to patrol (advice only at this stage).
- Reviewing legislation with legal following amendments to Environment Act 21 regarding anti-idling enforcement provisions.



KS2 Lesson Plan

Living things in their environments

Introduction:

This lesson will provide children the opportunity to develop a greater understanding of living things, personal health and the health of the environment. The children will be encouraged to consider the positive and negative effects of manmade pollutants on their environment through investigation and by improving their knowledge and understanding via classroom teaching and participation. This document supports the Every Child Matters document and the National Curriculum.

Learning objectives:

- Understand the need for protection of living things
- Understand the need for protection of the environment
- To develop an understanding of health issues relating to environmental pollution
- Learn about habitats and how pollution affects other species

National Curriculum links:

- Sc2 Life process and living things (5a)
- ways in which living things and the environment need protection
- Sc2 Life process and living things (5b)
- different plants and animals found in different habitats

Differentiation:

- All children will understand that pollution is manmade and affects our environments and health
- Most children will be able to identify the sources of pollution and how they can be avoided or reduced
- Some children will understand how our health and environment is impacted by chemical pollutants

Resources:

- Air Quality Fact Sheets
- Air Quality Quiz Sheet
- Air Quality Picture Sheet

KS2 Lesson Plan

Living things in their environments

Key vocabulary:

Environment	Poison	Particulates
Pollution	Transport	Greenhouse gas
Emissions	Carbon	Monoxide Recycled
Industrial revolution	Sulphur Dioxide	Travel plan
Smog	Nitrogen Dioxide	Fossil fuel

Lesson plan:

1. Before the lesson starts, ask the children what they know about pollution and transport/travel issues, while recording on a board any information that they give for both differences and similarities.
2. Using the information sheets provided, explain the historical emphasis of pollution in the UK and how the Industrial Revolution and London smogs forced the government to respond to the increasing levels of air pollution.
3. Progress to discuss the concerns from traffic pollution and how the choices they make when travelling to and from school affect local air quality.
4. Take the class to the local road where cars normally drop children off for school. Conduct a traffic count over a period of time and allow each child to record the number and type of vehicles that use the route. Secondly ask the class to observe and identify any plants or animals they think may be living in the area.

Extension activity:

1. Count the traffic at different times of the day (include the busiest time, e.g. either the start of the day or at home time). Work out an average of how much traffic passes the school each day.
2. Returning to the classroom, ask the children to create pictographs or similar charts to express their findings.
3. Discuss with the class how their health and the environment is affected by traffic pollution and how cutting the number of vehicles on the road will help to improve the situation. Finish by asking the class to consider how they can help the situation by changing their transport choices.
4. Allow the class to complete the word search and their poster competition entries.
- N.B. Risk assess the class participation close to a busy road!

KS2 Lesson Plan

Living things in their environments

We all need to breathe to stay alive but how clean is the air we breathe?

If you breathe in dirty air you are more likely to develop health problems and become ill. Plants and animals need clean air too. A lot of the things that make our lives more comfortable such as cars, electricity and heating create bad gases and make the air dirty. 'Air pollution' is what we call all bad gases in the air that we breathe and that are harmful to us.

Take a few deep breaths and you will feel your rib cage moving in and out, this opens up your lungs so that air is sucked in. In the lungs, a gas called oxygen passes from the air into your blood. The oxygen is carried in the blood all round your body. You need oxygen for everything you do and it is the oxygen in the air that keeps you alive.

500 years ago in Britain, the burning of coal was increasing in London. Coal was used in factories and also used to heat homes. When coal is burnt it makes a lot of smoke, which makes the air very dirty.

Around 200 years ago the Industrial Revolution began in Britain. Factories were built, and increasing amounts of coal was burnt. Air pollution was becoming a massive problem, especially when the weather was foggy. In foggy conditions and light winds the smoke or air pollution covered the whole city, and would not move. Smoke and fog together is called smog.

Smog was a big problem in the winter when the cold weather, fog and more coal being burnt to warm houses all made the air quality very poor. When smog was stuck over the city, it became really hard to breathe and see clearly. In 1952, the Great London Smog occurred and more than 4,000 people died!

New laws were created after this catastrophe in 1956 and 1968, so that it would not happen again. These laws were called the **Clean Air Acts**. These laws were made so that air would become cleaner. The laws encouraged people to use less coal or use cleaner coal in their homes and switch to other fuels such as gas. Factories started using tall chimneys so that the smoke would go high up in the sky and no longer were cover cities, and most new factories were built in the countryside. Smog occurred less often and the air became cleaner.



KS2 Lesson Plan

Living things in their environments

Today, when we think of air pollution, we should think of transport, especially cars:

Today there are about 23 million vehicles on the road in Britain, and 20 million of them are cars! The fuels they use release a lot of pollution into the air and once again are polluting our cities. The problem starts when the car exhausts bad gases, which create air pollution. These gases can be very dangerous for children. Although the fuels are becoming cleaner, air quality is still affected as more and more cars are used.

Transport is not the only reason why we have air pollution. Factories also release bad gases into the air even with the 'Clean Air Acts'; it still causes a lot of air pollution. There is of course less pollution from coal today but across the world air pollution has not really fallen, because of new bad gases which are released into the air from other sources.

The gases which are a problem are:

- **Carbon monoxide** - a gas that pollutes the air, and is mainly released by cars and other vehicles. It has no colour or smell.
- **Nitrogen oxides** - emitted from vehicles, like cars and trucks. During rush hour periods, a lot more is released into the air. Nitrogen oxides are also emitted from power stations. These gases also make acid rain.
- **Hydrocarbons** - produced when fuel is not fully burnt. They are one of the causes of modern-day smog.
- **Particulates** - very small particles, like soot, dust and fumes that are released into the air.
- They are caused by vehicles, factories and smoke from homes burning coal for heating.
- **Sulphur dioxide** - has no colour and most of it is released by power stations. It causes acid rain when mixed with water in the air.



KS2 Lesson Plan

Living things in their environments

There are many things we can do to help reduce air pollution and global warming

This lesson will provide children the opportunity to develop a greater understanding of living things, personal health and the health of the environment. The children will be encouraged to consider the positive and negative effects of manmade pollutants on their environment through investigation and by improving their knowledge and understanding via classroom teaching and participation. This document supports the Every Child Matters document and the National Curriculum.

Energy is produced to generate electricity and to keep us warm:

Most energy is produced by the burning of fossil fuels, like coal, oil and gas, which release carbon dioxide, a **greenhouse gas**. Fuel burnt in our cars also releases carbon dioxide. As a child, you do not have a lot of control on how your energy is produced. However, you can control the way in which you use that energy. Using less energy means less of it needs to be produced. So less carbon dioxide is released into the atmosphere.

We can also help prevent pollution from our own homes which may contribute to acid rain and poor air quality, and increase emissions of carbon dioxide in the atmosphere. **Turning off lights** when they are not needed and **not wasting electricity** will reduce the demand for energy. Less electricity will need to be produced and so less coal, oil and gas will have to be burnt in power stations, which means less air pollution and less carbon dioxide!

Most of the rubbish we throw away can be **recycled**, such as glass bottles and jars, steel and aluminium cans, plastic bottles and waste paper. Recycling used materials uses less energy than making new ones.

Composting fruit and vegetable waste reduces the amount of rubbish buried at rubbish dumps.

Pollution word search

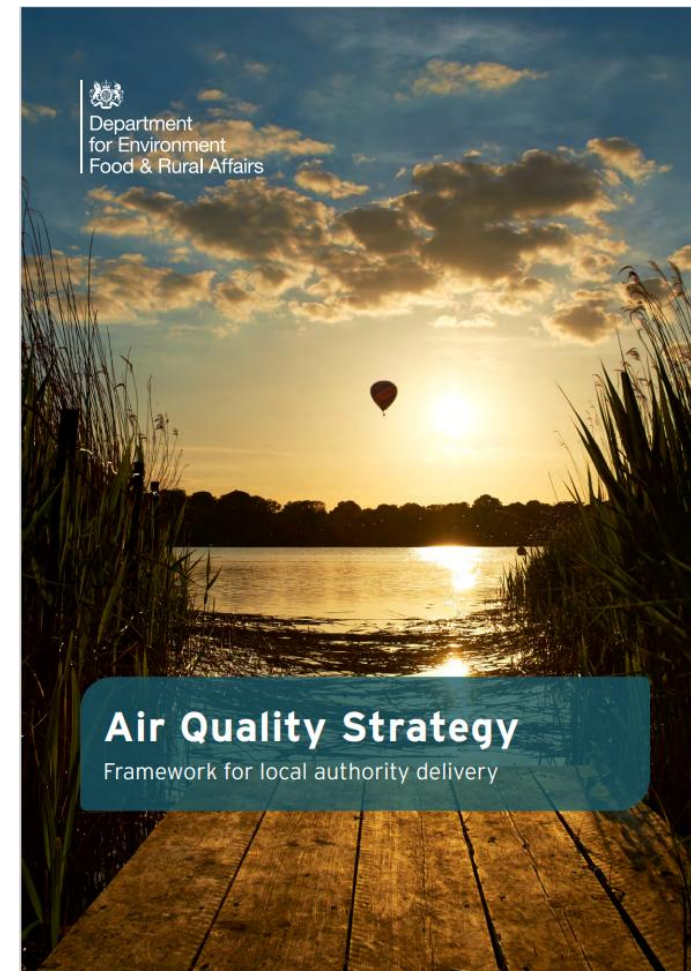
Can you find the hidden environmental words in only ten minutes?

- Greenhouse
- Transport
- Emissions
- Energy
- Recycled
- Pollution
- Smog
- Environment
- Industrial
- Poison

E	R	T	F	G	D	D	Y	L	P	O	I	S	O	N	G	E	O	P	X
N	N	S	K	L	G	H	H	E	T	Y	U	M	S	D	O	H	R	T	N
V	D	E	G	Y	C	W	C	O	D	I	N	D	U	S	T	R	I	A	L
I	Z	J	R	H	G	K	S	L	G	H	D	D	G	E	Q	H	R	H	K
R	W	J	S	G	C	K	F	Q	H	G	N	H	R	P	E	S	M	W	T
O	M	G	C	J	Y	D	E	L	C	Y	C	E	R	M	T	T	N	A	P
N	B	M	K	K	E	H	K	F	K	K	L	G	E	T	V	C	N	Y	N
M	C	L	E	X	J	G	G	J	A	E	K	E	C	K	H	R	B	B	O
E	M	I	S	S	I	O	N	S	W	K	W	E	C	G	D	S	F	E	I
N	T	I	U	M	O	R	T	L	B	R	Y	R	Q	V	H	F	L	N	T
T	G	O	J	O	L	D	L	R	T	R	A	N	S	P	O	R	T	Z	U
R	H	R	T	G	K	K	W	V	K	H	T	E	U	D	P	W	G	E	L
H	W	T	H	L	J	I	Y	B	D	G	J	A	E	F	G	K	E	E	O
N	F	J	K	G	R	E	E	N	H	O	U	S	E	F	H	G	T	P	

Air Quality Strategy & ASR

[The air quality strategy for England - GOV.UK \(www.gov.uk\)](https://www.gov.uk)



Legal document which all Local Authorities have to submit to DEFRA by the end of June each year as part of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021.

Failure to submit will result in DEFRA looking to escalate the LA through its enforcement sanctions.

Have to report on where AQ is monitored, all results, any trends, major developments, new hot spots, identify what work the LA is undertaking to reduce AQ.

DEFRA review document and then it is to be made available to the public.

Key Message: Air quality remains good across the Borough

No air quality objectives were exceeded at any monitoring location.

No Air Quality Management Area (AQMA) is required.

Nitrogen dioxide (NO₂), PM10 and PM2.5 all remain well below national limits.

Most monitoring locations showed improving trends compared with 2024.

Stockton continues to demonstrate strong air quality performance.

Annual Status Report – Plaudits from Defra

DEFRA Accepted All Conclusions

DEFRA's appraisal was highly positive and included several commendations:

- ✓ Transparent reporting against every action in the Air Quality Strategy.
- ✓ Strong monitoring and quality assurance arrangements.
- ✓ Clear mapping and presentation of monitoring data.
- ✓ Excellent adherence to monitoring requirements.
- ✓ Inclusion of benzene monitoring despite it not being required.
- ✓ Continued reference to public health outcomes.
- ✓ Confirmation that Stockton continues to experience good air quality and does not require an AQMA.

Overall conclusion: DEFRA accepted the Council's findings for all pollutants and emission sources.

Annual Status Report

Launch of Stockton-on-Tees' first Air Quality Strategy.

Air quality education delivered to **4,767 Key Stage 2 pupils**.

Participation in Clean Air Day.

Monitoring network expanded and reviewed.

Promotion of active travel and public transport.

Council fleet improvements including electric vehicles and Euro 6 standards.

Air quality considerations embedded within planning decisions.

Next Priority

Continue delivery of the Air Quality Strategy to protect and further improve air quality across the Borough.

Comparison AQ Results to National Objective

Pollutant	Highest Result	National Objective
NO ₂ (Automatic)	15.5 µg/m ³	40 µg/m ³
NO ₂ (Diffusion Tube)	29.0 µg/m ³	40 µg/m ³
PM2.5	7.9 µg/m ³	20 µg/m ³
Benzene	0.45 µg/m ³	5 µg/m ³

In simple terms:

- Every pollutant monitored was comfortably below legal limits.
- PM2.5 levels are already below the future 2040 target.
- Air quality remains stable and well managed across the Borough.
- Air pollution related mortality in Stockton-on-Tees reduced to **4.3%**.
- This is an improvement from **4.6%** in the previous year.
- Better than the **England average of 5.3%**.
- Supports the Council's wider public health and prevention agenda.
- Demonstrates the value of continued investment in air quality improvement.

Annual Status Report

"The 2026 DEFRA appraisal confirms that Stockton-on-Tees continues to deliver good air quality outcomes, robust monitoring arrangements, strong public health performance and effective strategic leadership through its Air Quality Strategy."

COMMUNITY SAFETY SELECT COMMITTEE
Work Programme 2026-2027

Date (4.30pm unless stated)	Topic	Attendance
30 April 2026	Overview Report: Adults, Health & Wellbeing (Community Safety & Regulated Services: Environmental Health & Licensing) Review of Community Participation Budget and Ward Transport Budget SBC Community Services, Environment and Culture	Cllr Norma Stephenson OBE / Marc Stephenson / Stephen Donaghy / Leanne Maloney-Kelly / James O'Donnell Phil Hardie / Simon Milner
28 May	Monitoring: Action Plan – Children affected by Domestic Abuse Monitoring: Progress Update – Welcoming and Safe Town Centres Review of Community Participation Budget and Ward Transport Budget - SBC Community Services, Environment and Culture - Ward Councillor Survey Feedback - Other Local Authority Schemes Minutes of the Safer Stockton Partnership (January & March 2026)	Louise Hollick / Mandy MacKinnon Sharon Cooney / Richard Bradford Simon Milner / Andrew Corcoran
2 July	Review of Community Participation Budget and Ward Transport Budget - SBC Digital Services and Systems - Town / Parish Council Survey Feedback - Local Resident Survey Feedback	Natalie Sargeant
30 July	Review of Alley Gates (Draft) Scope and Project Plan	Richard Bradford
30 July (informal)	Review of Community Participation Budget and Ward Transport Budget Summary of Evidence / Draft Recommendations	Simon Milner
1 October	Overview and Performance Report: Neighbourhoods (Regulated Services: Trading Standards, Community Safety & Emergency Planning)	Kellie Hopkins / Marc Stephenson / Leanne Maloney-Kelly / Richard Bradford / Patrick Walker

COMMUNITY SAFETY SELECT COMMITTEE Work Programme 2026-2027

Date (4.30pm unless stated)	Topic	Attendance
	Review of Community Participation Budget and Ward Transport Budget • (Draft) Final Report Review of Alley Gates • SBC Community Safety • SBC Care For Your Area	Cllr Richard Eglington / Kellie Hopkins / Phil Hardie / Simon Milner Richard Bradford John Angus
22 October	Air Quality: Annual Update Monitoring: Progress Update – Fly-Grazed Horses Review of Alley Gates • Cleveland Police	Stephen Donaghy Stephen Donaghy / Jamie Bell Jamie Bell
26 November	Monitoring: Action Plan – Community Participation Budget and Ward Transport Budget Review of Alley Gates • TBC Minutes of the Safer Stockton Partnership (May & September 2026)	Phil Hardie / Simon Milner
7 January 2027 (informal)	Review of Alley Gates • Summary of Evidence / Draft Recommendations	Richard Bradford
28 January	Review of Alley Gates • (Draft) Final Report	Cllr Norma Stephenson OBE / Kellie Hopkins / Marc Stephenson / Richard Bradford
25 February		
25 March	Overview and Performance Report: Neighbourhoods (TBC)	Cllr Norma Stephenson OBE / Kellie Hopkins / Marc Stephenson

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2026-2027 Scrutiny Reviews

- Community Participation Budget and Ward Transport Budget
- Alley Gates

Monitoring Items (scheduled / to be scheduled)

- Fly-Grazed Horses (Progress Update) – October 2026
 - Welcoming and Safe Town Centres (Progress Update) – TBC (early-2027)
 - Children affected by Domestic Abuse (Progress Update) – TBC (early-2027)
 - Community Participation Budget and Ward Transport Budget (Action Plan) – TBC
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OTHER INFORMATION SOURCES / UPDATES

- **Safer Stockton Partnership (SSP):** The SSP is the local community safety partnership and works together to reduce crime and anti-social behaviour (ASB) – meeting dates, agendas and minutes can be accessed via <https://moderngov.stockton.gov.uk/ieListMeetings.aspx?CId=1144&Year=0>. Every three years, the SSP undertake a Crime and Disorder Audit and, following public consultation, produce a Community Safety Plan which sets out how agencies within the Partnership intend to achieve targets in crime reduction – the latest version is the [Stockton-on-Tees Community Safety Strategy 2022-2025](#).

Part two of the [Police and Crime Commissioner Review](#), recommended that the Home Office undertake a full review of Community Safety Partnerships (CSPs) across England and Wales. The CSP review ran from March 2023 to January 2024 and has now concluded – it sought to clarify the role of CSPs, and improve their transparency, accountability, and effectiveness, making it easier for them to serve the needs of their communities in tackling crime, disorder, and antisocial behaviour. As a result of the review, the Home Office will be developing new guidance for CSPs, which will reflect the context CSPs currently work within and set out recommended minimum standards, as well as suggestions for good practice.

- **Serious Violence Duty:** The Duty (Aug 22) <https://www.gov.uk/government/publications/police-crime-sentencing-and-courts-bill-2021-factsheets/police-crime-sentencing-and-courts-bill-2021-serious-violence-duty-factsheet> and associated guidance (Dec 22): https://www.gov.uk/government/news/efforts-to-tackle-serious-violence-and-homicide-stepped-up?utm_medium=email&utm_campaign=govuk-notifications-topic&utm_source=66d44b4c-9d22-4f1d-aed7-517818847183&utm_content=immediately. The Home Office plan to update the guidance to the Serious Violence Duty (SVD) – the LGA will be giving views (Councils have contributed to this).
- **Martyn's Law:** The Home Office has [released new guidance materials](#) to support public understanding of the Terrorism (Protection of Premises) Act 2025—commonly known as Martyn's Law—by publishing a myth buster and a one-page leaflet aimed at clarifying the Act's scope and dispelling common misconceptions.

The Institute of Licensing has [published Martyn's Law guidance](#) which has been produced to support licensing professionals, operators, regulators and partners as the UK prepares for the implementation of the Terrorism (Protection of Premises) Act 2025.

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In April 2026, the Home Office published the Section 27 statutory guidance for the [Terrorism \(Protection of Premises\) Act 2025](#), commonly referred to as [Martyn's Law](#). The guidance explains the core concepts of the legislation and helps those responsible for premises and events determine whether they fall within its and how to meet their legal duties. Separately, the SIA will shortly publish its draft Section 12 Guidance, which explains how it will exercise its functions as the regulator. This document and a public consultation regarding the SIA's regulatory approach will be published in the near future. All relevant information can be found [here](#), which hosts a range of Martyn's Law materials, including links to the Section 27 Guidance.

- **Modern Slavery:** [New modern slavery risk assessment and due diligence guidance for local authority commissioners of adult social care](#), produced by the University of Nottingham Rights Lab in tandem with the LGA, was published in October 2023 - it provides advice on to how to set up effective local systems to identify and manage the risks of modern slavery in adult social care. The LGA has established a modern slavery network for Council officers leading on work to tackle modern slavery – the network meets quarterly via Teams and aims to share good practice and discuss current issues. In March 2025, the Home Office [published its end of year summary for the National Referral Mechanism \(NRM\)](#) and Duty to Notify Statistics in 2024. The statistics provide a breakdown of the number of potential victims of modern slavery referred into the NRM. 19,125 potential victims of modern slavery were referred to the Home Office last year, representing a 13 per cent increase compared to the preceding year. The [Home Office has published their Action Plan on modern slavery](#), which sets out the Home Office and partners' actions to tackle modern slavery over the next 12 months, and long-term ambition over the coming years. It sets the strategic approach for the next financial year, reflecting current parameters and constraints (including resourcing and budget). Middlesex University and Anti-Slavery International have completed [research exploring the role of local authorities as first responders](#). The report looks at the challenges and opportunities facing Councils, and focuses on the need to improve training, awareness, and collaboration to strengthen the local response to modern slavery.

The LGA has [updated its councillor guide on tackling modern slavery](#). The guide provides advice to Councillors on how they can increase awareness and understanding of modern slavery across their Council and community, as well as how Councillors can scrutinise the work of the Council and its partners on modern slavery, ensuring accountability.

In November 2025, the Human Trafficking published updated [Slavery and Trafficking Survivor Care Standards \(Care Standards\)](#) which aim to improve service provision by ensuring that adult survivors of human trafficking and modern slavery consistently receive high quality care wherever they are in the UK.

In February 2026, the Home Office [published its end of year summary for the National Referral Mechanism \(NRM\)](#) and Duty to Notify Statistics in 2025. Government has also published a [summary of responses](#) to the call for evidence on the identification of victims of modern slavery, alongside the [publication of a written Ministerial statement](#). Respondents to the consultation highlighted the importance of trauma-informed approaches, training gaps among practitioners, children requiring different approaches, and the value of multi-agency collaboration.

Anti-Slavery International has also published [A Training Framework for Local Authorities as Modern Slavery First Responders in England and Wales](#) which Council officers may find helpful.

- **Youth Offending:** *Turnaround* is a voluntary youth early intervention programme led by the Ministry of Justice. The programme provides multi-year grant funding to Youth Offending Teams (YOTs) across England and Wales until March 2025, enabling them to intervene earlier and improve outcomes for

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children on the cusp of entering the youth justice system. The eligibility criteria for *Turnaround* includes; children involved in anti-social behaviour (ASB) – ranging from coming to notice for repeated involvement in ASB up to and including receiving a Civil Order for ASB. The Ministry of Justice is encouraging all community safety teams to engage with their local YOT Manager or Management Board to discuss a referral pathway for eligible children so they can be offered support via *Turnaround*.

- **Anti-Social Behaviour (ASB):** The Local Government and Social Care Ombudsman issued a press release in August 2023 expressing concern that [Councils were not doing enough to help victims of ASB](#). The Ombudsman has also produced a [learning lessons from complaints about antisocial behaviour](#) document which includes scrutiny questions for Councillors. The [ASB Action Plan](#) has since been updated (March 2024).

The Victims and Courts Bill includes new powers for the Victims' Commissioner to scrutinise the treatment of victims of anti-social behaviour. The Commissioner has already taken a close interest in ASB but to date, her focus has been on the criminal justice system. This additional power will enable future Commissioners to look more widely at the victim experience. In preparation for this, the Office of the Victims' Commissioner is undertaking a mapping exercise, to look at the victim journey across all agencies, identifying sources of data, gaps in policy and obstacles to victims reporting and getting support. The Commissioner is keen to receive any case studies and feedback about current processes.

The Home Office has updated the ASB statutory guidance for frontline professionals to housing providers and LAs which has been updated on [gov.uk](#). These changes have been made following the recommendations of the Victims' Commissioner's 2024 report, "[Still living a nightmare: Understanding the experiences of victims of anti-social behaviour](#)". Key updates include:

- Enhanced recommendations for victim participation and support throughout the ASB Case Review process.
 - Clearer guidance on the role of a single point of contact for victims
 - Stronger emphasis on the use of independent chairs for case reviews.
 - Alignment with the Victims Code to ensure victims of criminal ASB are referred to support services, regardless of whether criminal charges are pursued.
 - Additional guidance on the interface between ASB and safeguarding, including domestic abuse and exploitation.
- **Counter-Terrorism:** In July 2023, the Government published its [updated counter-terrorism strategy, CONTEST](#), which judges that risks from terrorism are rising. In related matters, SBC rolled-out mandatory staff training around the Prevent and Protect duty at the end of April 2023. In March 2024, the Government [published a new definition of extremism](#), updating the one in the 2011 Prevent Strategy and to reflect the evolution of extremist ideologies and the social harms they create. The Government also recently published a [progress report one year on from the publication of the Independent Review of Prevent](#). This sets out that 30 of the 34 recommendations are now complete, including updated statutory guidance, training and the assessment framework, the launch of a new [Standards and Compliance Unit \(STaCU\)](#) to handle complaints and provide oversight.

On 30 September, Counter Terrorism Policing launched ACT for Local Authorities. Led by National Counter Terrorism Security Office (NaCTSO), ACT for Local Authorities uses CTP's regional network of Counter Terrorism Security Advisers and Prepare Officers to enhance the capabilities of local authorities in delivering the Protect and Prepare elements of the [national counter terrorism strategy](#). ACT for Local

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Authorities strengthens local authority capabilities in protective security across five key areas: planning and development, licensing, community safety, transport and highways, and emergency planning. ACT complements the Terrorism (Protection of Premises) Act 2025, offering tailored information, guidance, and access to specialists. Local authorities will be able to access resources – including toolkits and videos for each of the five priority areas – primarily through [the ProtectUK website](#) to support their consideration and understanding of terrorist risks, protective security and preparedness.

In June 2026, Counter Terrorism Policing launched a new product designed to support organisations in security and preparedness from acts of terrorism as well as wider criminal threats. This [Roadmap](#) provides a practical introduction for those starting out, while also offering further guidance and resources to organisations building on existing work to enhance safety, protect people, and strengthen preparedness.

A significantly revised version of the National Counter Terrorism Security Office's (NACTSO) online [ACT security awareness e-learning course](#) has also recently been published, primarily targeted at staff working within venues and public spaces but is also relevant to critical national infrastructure sites and members of the public.

- **Fire & Rescue:** [State of Fire & Rescue 2022](#) - His Majesty's Chief Inspector of Fire and Rescue Services Annual Assessment of Fire and Rescue Services in England. Arson and deliberate fire setting remain a significant issue for Cleveland Fire Brigade with Cleveland being the arson capital of the UK – in October 2022, Cleveland Fire Brigade [appealed for everyone to become a FireStopper in a new bid to reduce arson and violent attacks on Firefighters](#).
- **Shoplifting:** Police to treat shoplifting like organised crime (BBC online article published in October 2023): <https://www.bbc.co.uk/news/business-67191793>. In November 2024, it was reported that incidents of shoplifting had reached a 20-year high, according to figures recorded by the police. A survey of shopkeepers by the Association of Convenience Stores found that 94 per cent felt that the problem had worsened in the last 12 months: [Sky: 'We need help': Workers say shoplifting is 'out of control' after surge in brazen thefts](#).
- **Dangerous Dogs Act 1991:** The Government has added the XL Bully breed type to the list of dogs banned under the Dangerous Dogs Act 1991 in England and Wales. From 31 December 2023, breeding, selling, exchanging, advertising, rehoming, gifting, abandoning, and allowing an XL Bully dog to stray will be illegal, and these dogs must be muzzled and on a lead in public. From 1 February 2024 it will be a criminal offence to own an XL Bully in England and Wales unless the owner has a Certificate of Exemption. [Defra has published further information about how to prepare for the ban which will be updated regularly](#), and they will continue engagement with stakeholders. In March 2024, the LGA wrote to Council chief finance officers on behalf of DEFRA about new burdens funding relating to the XL Bully Ban for 2023-24.
- **Licensing:** [Legislation has been introduced into Parliament to amend the Licensing Act 2003](#) so that it is easier to get changes to licensing hours for special events or occasions, such as significant sporting events, through Parliament. The Bill is more concerned with parliamentary process than the contents of the Licensing Act itself. The Local Government Association (LGA) understands this legislation has Government support, so is likely to complete its parliamentary stages and become law.

In July 2025, the Transport Select Committee launched [a new parliamentary inquiry looking at taxi and private hire vehicle licensing](#). This inquiry examined whether the current licensing framework provides authorities with the tools they need to successfully regulate the sector. The Committee published its

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'[Raising the standard](#)' report in June 2026 – this included a [submission from Stockton-on-Tees Borough Council](#). In January 2026, the Government [launched a consultation on the future of taxi and private hire vehicle licensing](#). The proposals represent a significant change from the current system, and Councils are encouraged to respond. The consultation is open until midday on 1 April 2026.

Leeds City Council and West Yorkshire Trading Standards are working together to push for a national change to the Licensing Act by gathering national support and evidence via a short survey: [Licensing Act loophole survey](#). The goal is to close the loopholes which undermine the work from Local Authorities and regulatory services to protect communities and public health. One major issue is the transfer of alcohol licences during a review or appeal. Organised crime groups are exploiting this bypassing licences to individuals with no known links to the criminal activity.

October 2025 saw calls for better monitoring of gambling venues, following investigation by the BBC which found that more than a third of Councils have not been able to carry out an inspection in the past year. The LGA said Councils struggled to fund proactive inspections, and welcomed plans to give it new powers to block new gambling premises opening on high streets. The Government also launched a [call for evidence](#) on what will be significant alcohol licensing reform, building on the recommendations of the [Licensing Taskforce recommendations and the government's response](#) (the LGA will be responding, but Councils are encouraged to submit their own response by 6 November), and [launched a call for evidence to inform their plans to introduce a licensing scheme for the retail sale of tobacco](#) (Councils are encouraged to respond by 3 December and the LGA will also be submitting a response).

The Government has since [published its national licensing policy framework](#), which only applies to on-sales premises. Whilst this is not statutory guidance, Government is clear that licensing authorities should demonstrate how they have had regard to the guidance when next reviewing their licensing policy. It has also produced an [analysis of the responses received](#) to the call for evidence on alcohol licensing reform.

The [statutory guidance](#) governing England's new primate licensing regime received a targeted update on 2 March, refining several operational points ahead of the law coming into force on 6 April 2026.

The Tobacco and Vapes Act now has Royal Assent. The law introduces stronger enforcement powers, including the ability to implement a retail licensing scheme and tackle illicit tobacco and vape sales. The English Devolution Act also has received Royal Assent – this will introduce more robust national standards in taxi and PHV licensing, as well as national enforcement powers, and will introduce cumulative impact assessments in gambling licensing.

The Government has also announced a draft Taxi and Private Hire Vehicle (PHV) Bill in the King's Speech, setting out the most significant overhaul of taxi and PHV legislation in more than a century. The LGA will work with Government to develop the Bill.

- **Domestic Homicide Reviews (DHRs)**: The LGA and DAC conducted a survey regarding DHRs - [the results can be found on the LGA website](#). The LGA, Association of Police and Crime Commissioners (APCC) and Domestic Abuse Commissioner (DAC) formed a Domestic and Related Deaths Review (DARDR) forum for those who are involved in commissioning DARDRs or DHRs. There are currently 195 members of the forum from Councils, police, Offices of Police and Crime Commissioners and health. The forum set up a task group to give recommendations to government to consider in the forthcoming output from a review of DARDRs. The second phase will begin shortly where access to qualified chairs and costs will be considered.

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In March 2026, Surviving Economic Abuse published a landmark new report, “[Hidden risks, fatal consequences: Economic abuse in Domestic Homicide Reviews](#)”, which examines the role of economic abuse in domestic abuse-related deaths across England and Wales. The report finds that economic abuse is a significant and often overlooked factor in domestic homicides. Analysis of 454 Domestic Homicide Reviews (DHRs) showed that 231 cases (51%) involved economic abuse by a current or former partner, equating to at least one victim dying every 19 days. The majority of cases involved a female victim and male perpetrator, and victims experiencing economic abuse were typically younger than those in non-economic abuse cases. However, fewer than half of DHR panels recognised the presence of economic abuse, and only a small number of in-depth reviews made recommendations to address it. The findings also highlight repeated missed opportunities by agencies to identify and respond to risks linked to economic abuse.

The revised Domestic Homicide Review (DHR), soon to become the Domestic Abuse Related Death Review (DARDR) guidance, is expected to be published in early autumn 2026. Key changes include:

- Updated review criteria aligned with the statutory definition of domestic abuse
- A new Scoping Review process
- Strengthened guidance on engagement with families and communities
- Enhanced oversight through the DHR Quality Assurance Board
- New templates to improve consistency and efficiency.

Death notifications received after publication must follow the new guidance. Chairs must complete mandatory training in order to be eligible to chair a review and CSPs should use the Register of Accredited Chairs to appoint DARDR Chairs. The new guidance will contain more detailed guidance that CSPs should consider when they are seeking to appoint a DARDR Chair (e.g. experience of report writing, understanding of confidentiality, understanding of trauma-informed practice), but evidence of a previous DHR/DARDR is not explicitly required. The Home Office will host a series of informative webinars in October/November following publication.

- **Fires involving e-bikes and e-scooters:** The Office for Product Safety & Standards (OPSS) has written to heads of trading standards, asking that, where resources and prioritisation allow, Trading Standards services identify and inspect bike repair businesses and where possible inform OPSS of their findings.
- **Social Cohesion:** Dame Sara Khan has published her [independent review into social cohesion and resilience](#). Recommendations include the establishment of a new Office for Social Cohesion and Democratic Resilience (OSCDR), a 5-year Social Cohesion and Democratic Resilience Strategy (SCDR) and Action Plan, and that Government should better engage with Local Authorities over actions that could undermine social cohesion – for example in relation to asylum dispersal.

The LGA and the Belong Network [have published guidance to support councils to build cohesive communities](#). This January 2026 guidance includes a clear summary of legal obligations, examples of effective tools and strategies for embedding cohesion in council services and outlines the practical steps required to develop effective cohesion strategies. It also shares good practice examples from councils throughout the guide.

In March 2026, Government [published a new Cohesion Strategy](#) which sets out its priorities in this area. Crucially, the guidance recognises the important role councils play in building cohesive communities.

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In June 2026, British Future and the British Muslim Trust have published a report: Understanding Anti-Muslim Hostility: Foundations for Action examining majority public attitudes and prejudices towards Muslims in Britain, as well as Muslim attitudes and experiences of prejudice and hostility. You can [download a copy of the report here](#) or [read a news summary here](#).

- **Safe Access Zones Around Abortion Clinics:** Councils have been contacting the LGA regarding Safe Access Zones around abortion clinics. The LGA have been engaging with government to ensure safe access zones can be established. Legislation will come into force from 31 October 2024 and will make it illegal for anyone to do anything that intentionally or recklessly influences someone's decision to use abortion services, obstructs them, or causes harassment or distress to someone using or working at these premises. The law will apply within a 150-metre radius of the abortion service provider. The College of Policing and the Crown Prosecution Service will be publishing operational guidance to ensure there is clarity and consistency with the enforcement of the new offence. Further information is available at: [Protection zones around abortion clinics in place by October - GOV.UK \(www.gov.uk\)](#).
- **Trading Standards:** Illegal imported sweets which contain banned additives linked to cancer and behavioural problems are "flooding UK high streets", councils have said (see February 2025 article: https://www.theguardian.com/uk-news/2025/feb/13/imported-sweets-american-candy-flooding-uk-high-streets-councils-banned-additives?utm_medium=email&utm_source=govdelivery). The warning first came from the Chartered Trading Standards Institute, which said that demand for American confectionery was being driven by influencers on social media platforms, leading to high street shops and smaller convenience stores stocking the products.
- **Crime and Policing Bill:** Early-2025 saw the UK Government introduce the Crime and Policing Bill to Parliament. Key provisions include:
 - **Powers for Theft Recovery:** Police can now enter properties without a warrant to recover stolen items located via electronic tracking, such as 'find my phone' apps. This change enables swifter action during critical investigation periods.
 - **Protection for Retail Workers:** The bill introduces a specific offence for assaulting retail workers, ensuring better safeguards for employees in shops and supermarkets.
 - **Addressing Antisocial Behaviour:** New "Respect Orders" will ban habitual offenders from town centres, and police are empowered to seize vehicles like off-road bikes and e-scooters used irresponsibly in public spaces.
 - **Combatting Knife Crime:** Measures include increased penalties for selling dangerous weapons to minors and the creation of a new offence for possessing a blade with intent to cause harm.
 - **Violence Against Women and Girls:** The bill strengthens Stalking Protection Orders, criminalises spiking incidents, and restricts registered sex offenders from changing their names to evade detection (note: publication of a new VAWG government strategy is expected later in 2025).
 - **Child Protection:** A new duty mandates adults in specific roles to report instances of child sexual abuse, implementing recommendations from the Independent Inquiry into Child Sexual Abuse.
 - **Public Order Enhancements:** The legislation bans face coverings used to conceal identity during protests and criminalises climbing on designated war memorials, promoting respect for public monuments.
- **Young Futures Programme:** The Young Futures Programme is a national, cross-government plan to prevent youth violence by proactively identifying and supporting young people most at risk. Central to the strategy are Young Futures Hubs, local centres that bring together mental health services, education, career advice, youth workers and police. Prevention Partnerships, which are multi-agency panels, will be introduced where there are Violence Reduction Units. This will work with communities, charities, schools,

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health services and police to map risk, co-ordinate early interventions and tailor support packages. These panels harness VRU expertise and local knowledge to spot vulnerabilities early, reduce youth involvement in crime (including knife crime and violence against women and girls), and offer continuous, evidence-based support. Each area with a VRU area will introduce a Prevention Panel from October 2025. Roll out to further areas is expected from April 2026.

- **Violence Against Women and Girls (VAWG):** The Violence Against Women and Girls (VAWG) Strategy publication is scheduled for September 2025.
- **Domestic Abuse:** A Sanctuary Scheme is a victim survivor centred initiative which aims to enable households at risk of domestic abuse to remain in their own homes (if it is safe and their choice) and reduce repeat victimisation through the provision of enhanced security measures (sanctuary) and support. The Local Government Association (LGA), the Ministry of Housing, Communities and Local Government (MHCLG), and Standing Together Against Domestic Abuse (STADA) are working in partnership to clarify current practice. In September 2025, surveys were sent to all Council Directors of Housing to delegate to relevant colleagues to complete.

A national reciprocal housing scheme is being developed, led by Standing Together Against Domestic Abuse and Clarion Housing, to provide secure housing options for domestic abuse survivors who need to relocate while retaining their tenancy rights. Building on the Whole Housing Approach toolkit, several local schemes already exist, and the national initiative aims to expand this support across England. With 2.4 million people experiencing domestic abuse in 2022, housing remains a key barrier to safety, making reciprocal moves a vital lifeline that prevent re-victimisation, reduce homelessness pressures, uphold tenancy security under the Domestic Abuse Act, widen rehousing options, and offer consistent support for both survivors and landlords. Standing Together Against Domestic Abuse would appreciate if councils completed this [survey](#).

In December 2025, the Ministry of Housing, Communities and Local Government (MHCLG) confirmed £499m over the next three years to support domestic abuse duties, providing LAs with the financial certainty they have called for – this is a £19m uplift to the £480m announced as part of the provisional allocations published on 18 December in the provisional Local Government Finance Settlement. From April 2026, domestic abuse funding will be included within the new ringfenced Homelessness, Rough Sleeping and Domestic Abuse Grant, enabling local authorities to take a more integrated approach to supporting vulnerable people across these three areas.

On 9 July, MHCLG published two new research reports contributing to the evidence base on housing and domestic abuse:

- Research on Sanctuary Schemes, examining how Sanctuary Schemes are delivered across England and the role they can play in helping victim-survivors remain safely in their homes where this is their preferred option. [Domestic abuse sanctuary schemes: process evaluation findings - GOV.UK](#)
- Research on a Shared Outcomes Framework, exploring how outcomes for victim-survivors accessing domestic abuse safe accommodation and housing support services can be measured and understood more consistently. [Domestic abuse safe accommodation: victim-survivor outcomes - GOV.UK](#)

Together, the reports provide insights into effective practice, service delivery and outcomes, supporting local authorities, housing providers, commissioners and specialist services. The research was informed by practitioners and victim-survivors, whose contributions are gratefully acknowledged.

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- **Civil Resilience:** In November 2025, the [LGA updated guidance](#) designed to support Councillors in strengthening their approach to civil resilience. It provides an overview of the Council's responsibilities in this area, along with targeted sections outlining the role of Ward Councillors and portfolio holders. A new section also outlines how officers can support Elected Members in fulfilling their civil resilience roles.
- **Deepfakes and Synthetic Media:** The LGA's [Deepfakes and Synthetic Media Unpacked](#) is a short, accessible video series introducing what deepfakes and synthetic media are, why they matter for local government and what practical steps officers and councillors can take to reduce potential risks.
- **Police and Crime Commissioner (PCC) for Cleveland:** Further information on the office of the PCC can be found on via <https://www.cleveland.pcc.police.uk/commissioner/office/> - this includes engagement with the **Cleveland Police and Crime Panel (PCP)**. Access to PCP agendas and papers can be found via <https://www.cleveland.pcc.police.uk/commissioner/office/the-work-of-cleveland-police-and-crime-panel/>.

On 13 November 2025, Government announced the abolition of PCC elections when current terms end in 2028. It is intended that where there are directly-elected Mayors, the Deputy Mayor for policing model will continue. This will also be the case for where new Strategic Mayoral Authorities (SMAs) will be established. Where there are not Mayors, it is expected a new local Policing and Crime Board is established to local government leaders together to oversee the police force. These Boards are said by government to not be a return to the bureaucratic and invisible committee-based oversight of policing that existed before the establishment of PCCs. Government proposes these Boards include the leaders of each upper tier authority from the force area and up to two co-optees. The LGA is working with the Home Office with regards to how these police boards might operate.

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