Moray Council

2026 Annual Progress Report

July 2026

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Contact Details		
Company Name	Bureau Veritas UK Limited	Moray Council
Contact Name	Viral Patel	Andrew Stewart
Position	Senior Consultant	Principal Environmental Health Officer
Address	One Temple Quay Temple Back E Bristol BS1 6DZ	High Street Elgin Moray IV30 1BX
Email	luc.porter@bureauveritas.com	andrew.stewart@moray.gov.uk

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	Name	Job Title	Signature
Prepared By	Joey Khan	Consultant	*Joey Khan*
Approved By	Luc Porter	Associate Director	*Luc Porter*

Moray Council

Annual Progress Report (APR)

2026 Air Quality Annual Progress Report (APR) for Moray Council In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021

Local Air Quality Management

July 2026

Moray Council

Information	Moray Council Details
Local Authority Officer	Andrew Stewart
Department	Economic Growth and Development
Address	Moray Council High Street Elgin Moray IV30 1BX
Telephone	01343 563361
E-mail	andrew.stewart@moray.gov.uk
Report Reference Number	32059561
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Executive Summary: Air Quality in Our Area

The following Annual Progress Report (APR) was prepared and written by Bureau Veritas on behalf of Moray Council in accordance with Local Air Quality Management (LAQM) Technical Guidance (TG(22)), published by Defra on behalf of the devolved administrations.

Air Quality in Moray Council

There are no existing significant air quality issues identified within the Moray Council administrative area. The Council has examined the 2025 air quality monitoring results in its area and concludes that no new Detailed Assessments or Air Quality Management Areas (AQMAs) are required for any pollutant.

Atmospheric nitrogen dioxide (NO_2) is currently the only pollutant of concern within the Moray Council area and is monitored in urban areas via a network of passive diffusion tubes. The measured 2025 annual mean concentrations of NO_2 within the Moray Council area remain well below the Air Quality Standards (AQS) set by the Scottish Government. In summary, a maximum measured annual mean NO_2 concentration of 13.1 µg/m^3 was monitored at West Park Court, Elgin 2 (monitoring site DT2), well below the annual mean NO_2 Scottish Air Quality Standard of 40 µg/m^3. This was a decrease of 0.2 µg/m^3 when compared to the 2024 monitoring results at the same site. Measured 2025 annual mean NO_2 concentrations show a decrease compared to the 2024 results at 16 out of the 19 monitoring locations.

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All sources of emissions from industry and transport remain unchanged from those reported in the 2026 APR.

Actions to Improve Air Quality

Although there are currently no designated AQMAs within the Moray Council area and thus, no specific planned actions to implement air quality improvement measures, Moray Council is addressing air quality through local policies and plans and works to manage local air quality through a monitoring network within the Council area.

Moray Council

Moray Council continues to actively implement the Moray Council Active Travel Strategy, which was updated and adopted on 15th November 2022. Covering the period 2022–2027, the strategy sets out how the Council will encourage greater uptake of non-motorised travel across Moray through a range of direct measures and behaviour change programmes.

The strategy recognises that active travel delivers wide-ranging benefits for both communities and individuals, including improved public health, greater social inclusion, reduced environmental impacts from transport, and support for local economic activity. http://www.moray.gov.uk/moray_standard/page_75724.html

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- The strategy aims to harness the increase in walking and cycling seen over the last 5 years. Having an up to date and relevant strategy will enable us to effectively continue to increase opportunities for safe, attractive and enjoyable active travel.
- As part of the strategy, six objectives have been agreed, in consultation with key stakeholders, community groups and individuals with an interest in Active Travel.
- From these objectives an action plan has been developed with detailed steps that need to be carried out to achieve the objectives. Details of how the key actions will be delivered, along with timescales, are included and will be subject to regular review.
- The delivery of the draft Active Travel Strategy will be through the Council's own programme of promoting sustainable and active travel, cross departmental work with other areas of the council, in addition to the ongoing partnership approach with external funders, the community and other interested parties

Active Travel Strategy / Network Development

Active travel work continues to progress across Moray, through the development and delivery of projects that support more sustainable travel choices. This includes infrastructure improvements, behaviour change initiatives, and strategic planning aligned with the current Active Travel Strategy.

Several projects are at various stages of development, design and delivery, with short- to medium-term timescales extending from 2026 to 2028, subject to funding and staff resource availability. Priority is being given to projects that improve accessibility and connectivity and encourage modal shift away from private car use.

Moray Council

Moray Council continues to work towards the objectives of the current Active Travel Strategy. In parallel, work has begun on a new 10-year Active Travel Plan, which will align with the forthcoming Local Development Plan 2028–2038.

Additional relevant initiatives

- Continued delivery of behaviour change programmes encouraging walking, wheeling, and cycling (including school and community engagement).
- Progression of externally funded projects (e.g. Transport Scotland / Walk, Wheel, Cycle Trust supported interventions), where successful.
- Ongoing development of the Active Travel network, including improvements to existing routes and identification of future priorities.

In terms of timelines, we have an established pipeline of future infrastructure projects. However, delivery timescales remain subject to change depending on funding availability and staff resource. As such, implementation is likely to be phased over the coming years rather than tied to fixed completion dates.

An overview outlining Moray Council's approach to sustainable and active travel, including key priorities and the types of projects and initiatives being taken forward in this area can be found: Connectivity, People and Place - Moray Council. Sustainable transport and active travel are important aspects in Moray Council's effort to make mobility and movement easier, safer, and more accessible. At Moray Council, sustainable transport is all transport related to people's everyday journeys which are considered healthy options, economically viable and environmentally the best travel options. These can include the use of public transport such as busses, trains and ferries where applicable, and the use of electric vehicles. Active Travel is considered all walking, wheeling and cycling for everyday journeys.

Sustainable transport and active travel are closely linked and can be made more efficient, by placing effective and secure cycle parking at transport interchanges (bus stops or train stations), by enabling bikes on busses and trains and wheelchair accessible ramps at transport destinations. Together, they enhance connectivity between people and place

The Elgin Transport Strategy was adopted in August 2017 and develops ways to help people become more active, walking and cycling more often, and promotes more use of

public transport. The policy has developed for the Elgin area within Moray Council. The policy aims to achieve its transport goals over a 13-year period through improvements to the transport network, promotion of public transport and contribution to review of the Moray Local Development Plan.

The Zero Emission Fleet Replacement Strategy details the council's plans to decarbonise the remainder of the fleet in line with the Scottish Government's net zero targets. Progress on this measure has been slower than expected due to the slowing in the global EV market alongside limited funding within Moray Council.

During 2025, the pathfinder project has been initiated. This includes an awarded contract for a single contractor to install more EV charging points through Moray to encourage EV uptake. At the time of writing the works are yet to be completed, however the project is due to go live towards the end of 2025.

Local Priorities and Challenges

Moray Council has no specific priorities for the coming year for the improvement of air quality in its area but will continue monitoring at the existing diffusion tube sites in the area to identify any future changes in pollution concentrations.

How to Get Involved

Members of the public can contribute to improving local air quality by taking alternative modes of transport where possible, becoming part of a cycle to work scheme, walking short distances instead of driving and when driving is unavoidable, taking part in car sharing schemes. Detailed information on local transport and links to major travel means can be found at:

http://www.moray.gov.uk/moray_standard/page_1677.html

If you have any concerns or require further information on air quality, please contact Environmental Health or visit the Moray Council website at http://www.moray.gov.uk/moray_standard/page_1677.html and search for "air quality".

The previous LAQM reporting, including the 2023 APR, is available on the Moray Council website at: http://www.moray.gov.uk/moray_standard/page_1790.html

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1 Local Air Quality Management

This report provides an overview of air quality in Moray 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 pursuit of the objectives. This Annual Progress Report (APR) summarises the work being undertaken by Moray Council to improve air quality and any progress that has been made.

Table 1.1 – Summary of Air Quality Objectives in Scotland

Pollutant	Air Quality Objective Concentration	Air Quality Objective Measured as	Date to be Achieved by
Nitrogen dioxide (NO_2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
Nitrogen dioxide (NO_2)	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10})	50 µg/m^3, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
Particulate Matter (PM_{10})	18 µg/m^3	Annual mean	31.12.2010
Particulate Matter ($PM_{2.5}$)	10 µg/m^3	Annual mean	31.12.2021
Sulphur dioxide (SO_2)	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
Sulphur dioxide (SO_2)	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
Sulphur dioxide (SO_2)	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m^3	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m^3	Running 8-Hour mean	31.12.2003

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 must prepare publish and implement an Air Quality Action Plan (AQAP) within the shortest possible time and no later than 12 months of the date of AQMA Designation Order. The AQAP must set out measures the local authority intends to put in place in pursuit of the objectives within the shortest possible time Measures should be provided with milestones and a final date for completion. The action plan itself should have a timescale for completion and for revocation of the AQMA. Where measures to reduce air pollution may require a longer timescale an action plan shall be reviewed and republished within five years of initial publication and then five-yearly thereafter.

Moray Council currently does not have any AQMAs.

2.2 Implementation of Air Quality Action Plan(s) and/or measures to address air quality

In order to ensure that local authorities implement the measures within an action plan by the timescales stated within that plan, the Scottish Government expects authorities to submit updates on progress through the APR process. Moray Council has taken forward a number of measures within the action plan during the current reporting year of 2025 in pursuit of improving local air quality and meeting the air quality objectives within the shortest possible time. Details of all measures completed, in progress or planned are set out in Table 2.1.

Moray Council continues to adopt the Active Travel Strategy (2022-2027), the main objectives are outlined below:

1. Further develop the Active Travel network.

2. Develop Active Travel Masterplans for key settlements in Moray.

3. Embed Active Travel opportunities within new developments. Moray Council

4. Encourage and facilitate walking and cycling as leisure and tourist activities to provide benefits to health and local economy.

5. Provide new/improved cycle parking/ facilities at key destinations and transport interchanges in Moray.

6. Work with local employers (including Moray Council) and their staff to encourage more walking and cycling to and from work.

7. Work with students and school pupils, staff and parents to encourage more walking, cycling and scooting to and from school/ further education.

8. Continue to seek funding from existing sources and identify new funding opportunities as they emerge to secure funding for Active Travel interventions, as appropriate.

Moray Council's fleet is used by employees to conduct Council business and deliver services across Moray. The fleet comprises more than 500 vehicles, including cars, vans, buses, trucks, specialist vehicles and vessels. The Zero Emission Fleet Replacement Strategy sets out the Council's approach to decarbonising the remaining fleet in line with the Scottish Government's net zero targets.

Progress has been slower than anticipated, due to a slowdown in the global electric vehicle market and limited funding availability within Moray Council. In 2025, electric vehicles accounted for 15.7% of the Council's total vehicle fleet.

The Pathfinder Project has three key objectives, which align with Moray Council's approach to providing publicly available charging infrastructure:

- Community wealth building, community benefits and economic/social governance, including training and the development of local supply chains for repairs and servicing;
- Supporting the net zero journey, ensuring that operations and future expansion contribute to a Just Transition; and
- Commercial development, retaining Council interest in existing and future sites, while securing a fair share of any profits and future revenue streams beyond charging.

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Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Expected/Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
1	Active Travel Strategy	Policy guidance and development control	N/A	Moray Council	In Progress	Partially Funded	N/A	Further development to the Active Travel network.	None
2	Council Fleet Decarbonisation	Vehicle fleet efficiency	N/A	Moray Council	In Progress	Partially Funded	N/A	Electric pool cars are now available for council staff to use for work visits.	Difficulties in the global vehicle market has led to a slowdown in the availability of electric vehicles for the council's planned fleet replacement programme.
3	Pathfinder Project	Promoting low emission transport	N/A	Moray Council	In Progress	Partially Funded	N/A	Contract awarded to install EV charging points through Moray.	None

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

This section sets out what monitoring has taken place and how local concentrations of the main air pollutants compare with the objectives.

Moray Council does not undertake any automatic (continuous) monitoring within the local authority's area.

3.1.2 Non-Automatic Monitoring Sites

Moray Council undertook non- automatic (passive) monitoring of NO_2 at 19 sites during 2025. Table A.1 in Appendix A shows the details of the sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) and bias adjustment for the diffusion tubes are included in Appendix C.

3.1.3 Other Monitoring Activities

No additional monitoring activities were undertaken by Moray Council in 2025.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for annualisation and bias. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

in Appendix A compares the ratified monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3 at automatic monitoring sites.

In summary, a maximum measured annual mean NO_2 concentration of 13.1 µg/m^3 was monitored at West Park Court, Elgin 2 (monitoring site DT2), well below the annual mean NO_2 Scottish Air Quality Standard of 40 µg/m^3. Annual mean NO_2 concentrations show a decrease compared to the 2024 results at 16 out of the 19 monitoring locations.

Table A.2 in Appendix A compares the adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3 at non automatic monitoring sites.

For diffusion tubes, the full 2025 dataset of monthly mean values is provided in Appendix B. No automatic monitoring has been undertaken within Moray Council's area of jurisdiction, and so it is not possible to directly compare the measured data to the 1-hour mean air quality objective. A proxy value of 60 µg/m^3 has been utilised to identify any potential exceedences of the 1-hour mean objective. Analysis of long-term monitoring data suggests that if a measured annual mean NO_2 concentration is less than 60 µg/m^3 then the 1-hour mean NO_2 objective is likely to be met in accordance with LAQM.TG(22) (Ref-5). There are no monitored NO_2 annual average concentrations of 60 µg/m^3 or greater within Moray Council within 2025.

Table A.2 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200 µg/m^3, not to be exceeded more than 18 times per year.

3.2.2 Particulate Matter (PM_{10})

Moray Council does not undertake any monitoring for PM_{10} and does not expect PM_{10} concentrations to exceed AQS(S) objectives.

3.2.3 Particulate Matter ($PM_{2.5}$)

Moray Council did not undertake $PM_{2.5}$ monitoring during 2025 and has no current future plans to undertake such. It is not anticipated that $PM_{2.5}$ concentrations within Moray Council exceed the relative air quality objective.

3.2.4 Sulphur Dioxide (SO_2)

Sulphur dioxide is not monitored within the Moray Council area. It is not expected that existing SO_2 emissions will cause SO_2 objectives to be exceeded.

3.2.5 Carbon Monoxide, Lead and 1,3-Butadiene

There is no monitoring of carbon monoxide, lead or 1,3-Butadiene within the Moray Council area. It is not expected that existing emissions of carbon monoxide, lead or 1,3-Butadiene will exceed the AQS(S) objectives.

4 New Local Developments

There have been no new planning applications for local developments of road traffic sources in 2025.

4.1 Road Traffic Sources

There have been no planning applications for local developments of other transport sources in 2025.

4.2 Other Transport Sources

There have been no planning applications for local developments of industrial sources in 2025.

4.3 Industrial Sources

There have been no planning applications for local developments of industrial sources in 2025.

4.4 Commercial and Domestic Sources

There have been no planning applications for local developments of commercial or domestic sources in 2025.

4.5 New Developments with Fugitive or Uncontrolled Sources

There have been no planning applications for local developments with fugitive or uncontrolled sources in 2025.

5 Planning Applications

There are no major planning applications that would cause a significant impact to air quality within Moray in 2025.

6 Conclusions and Proposed Actions

6.1 Conclusions from New Monitoring Data

In summary, a maximum measured annual mean NO_2 concentration of 13.1 µg/m^3 was monitored at West Park Court, Elgin 2 (monitoring site DT2), well below the annual mean NO_2 Scottish Air Quality Standard of 40 µg/m^3. Annual mean NO_2 concentrations show a decrease compared to the 2024 results at 16 out of the 19 monitoring locations.

6.2 Conclusions relating to New Local Developments

Recent developments in Moray include the extension of the Cairds Wood wind farm. The wind farm extension is expected to have minimal impact on local air quality due to managed vehicle exhaust emissions during construction and decommissioning phases.

6.3 Proposed Actions

The monitoring data for 2025 does not identify any exceedances of the NO_2 objectives within the Moray administrative area. There are no other exceedances for other pollutants expected within the Moray administrative area within 2025.

The NO_2 concentration data from 2021 to 2025 shows variability and minor fluctuations, influenced by various local factors such as traffic, weather, and other activities. While the data does not indicate a consistent pattern of stabilisation, it does provide insights into the dynamic nature of air quality within the Moray administrative area. For instance, NO_2 levels decreased from 2021 to 2022, increased slightly from 2022 to 2023, and then decreased again from 2023 to 2024 and in 2025. These fluctuations highlight the complexity of air quality management and the need for ongoing monitoring to understand the underlying factors influencing NO_2 levels.

Appendix A: Monitoring Results

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

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	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)
Elgin 1	Lamp Post West Park Court	Kerbside	321107	862668	NO_2	NO	5	1.0	No	3.0
Elgin 2	Junction East & Maisondieu Rd	Kerbside	322348	862745	NO_2	NO	2	1.0	No	3.0
Elgin 3	Thornhill Road	Roadside	322328	861206	NO_2	NO	22	6.0	No	3.0
Elgin 4	Barlink Road	Roadside	323557	826356	NO_2	NO	18	3.0	No	3.0
Elgin 5	Main Street New Elgin	Kerbside	322233	861869	NO_2	NO	5	1.0	No	3.0
Elgin 6	Queen Street Roundabout	Kerbside	322029	862832	NO_2	NO	5	1.0	No	3.0
Elgin 7	Hay Street	Roadside	321615	862307	NO_2	NO	5	1.0	No	3.0

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	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)
Elgin 8	Newmill Road	Roadside	322492	863309	NO_2	NO	5	2.0	No	3.0
Elgin 9	37 Sandy Road	Kerbside	321775	861115	NO_2	NO	5.0	2.0	No	3.0
Elgin 10	47 Wittet Drive	Kerbside	320641	862291	NO_2	NO	5.0	1.0	No	3.0
Elgin 11	Lamp Post Bishopmill	Roadside	321447	863764	NO_2	NO	21	5.0	No	3.0
Fochabers 1	50A High Street	Kerbside	334634	858726	NO_2	NO	2	2.0	No	3.0
Buckie 1	Cluny Square	Roadside	342562	865535	NO_2	NO	0.0	5.0	No	3.0
Forres	Tolbooth, High Street	Urban Background	303726	858931	NO_2	NO	2	n/a	No	3.0
Keith 1	30 Regent St Fife Keith	Roadside	342592	850894	NO_2	NO	0.0	6.0	No	3.0

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	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)
Keith 2	87 Moss Street	Kerbside	343329	850415	NO_2	NO	5	2.0	No	3.0
Lossie 1	7 James Street	Kerbside	323515	870931	NO_2	NO	5	2.0	No	3.0
Aberlour 1	108 High St	Roadside	326571	842899	NO_2	NO	3	4.0	No	3.0
Rothes 1	Police Station	Kerbside	327740	849239	NO_2	NO	5	2.0	No	3.0

Notes:

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

(2) N/A if not applicable.

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

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2021	2022	2023	2024	2025
Elgin 1	321107	862668	Kerbside	82.7	82.7	17.3	16.0	16.7	14.7	12.2
Elgin 2	322348	862745	Kerbside	100.0	100.0	16.2	15.3	15.9	13.3	13.1
Elgin 3	322328	861206	Roadside	100.0	100.0	6.4	5.6	6.1	5.2	5.3
Elgin 4	323557	826356	Roadside	100.0	100.0	8.1	7.4	8.1	10.3	6.5
Elgin 5	322233	861869	Kerbside	100.0	100.0	10.9	10.8	10.8	9.7	9.0
Elgin 6	322029	862832	Kerbside	92.3	92.3	12.4	10.0	10.7	9.8	8.8
Elgin 7	321615	862307	Roadside	100.0	100.0	8.8	7.7	8.5	6.8	6.3
Elgin 8	322492	863309	Roadside	100.0	100.0	9.8	9.2	8.9	8.6	8.6
Elgin 9	321775	861115	Kerbside	100.0	100.0	7.6	4.9	4.8	4.4	4.6
Elgin 10	320641	862291	Kerbside	100.0	100.0	10.7	8.6	11.3	9.6	9.1
Elgin 11	321447	863764	Roadside	92.3	92.3	13.7	13.5	13.7	11.9	7.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2021	2022	2023	2024	2025
Fochabers 1	334634	858726	Kerbside	92.3	92.3	6.7	6.3	6.9	5.8	5.5
Buckie 1	342562	865535	Roadside	100.0	100.0	8.0	7.1	7.6	7.4	6.6
Forres	303726	858931	Urban Background	100.0	100.0	8.7	6.5	7.4	6.5	6.4
Keith 1	342592	850894	Roadside	100.0	100.0	14.6	12.4	13.6	11.4	10.0
Keith 2	343329	850415	Kerbside	100.0	100.0	13.5	13.0	13.4	11.8	11.1
Lossie 1	323515	870931	Kerbside	90.4	90.4	4.4	4.0	4.0	3.9	4.0
Aberlour 1	326571	842899	Roadside	82.7	82.7	9.1	9.2	9.3	8.7	8.2
Rothes 1	327740	849239	Kerbside	82.7	82.7	10.5	9.3	8.7	7.6	6.8

☒ **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:

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

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

Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG(22) 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%).

Appendix B: Full Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.75)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
Elgin 1	321107	862668	23.0	18.0	19.0	16.0	13.0	11.0	12.0	14.0	14.0	23.0			16.3	12.2		
Elgin 2	322348	862745	23.0	18.0	20.0	18.0	16.0	13.0	14.0	13.0	12.0	20.0	24.0	18.0	17.4	13.1		
Elgin 3	322328	861206	11.0	6.0	8.0	8.0	5.0	5.0	5.0	5.0	6.0	8.0	9.0	8.0	7.0	5.3		
Elgin 4	323557	826356	14.0	7.0	10.0	9.0	6.0	5.0	6.0	5.0	7.0	11.0	13.0	11.0	8.7	6.5		
Elgin 5	322233	861869	18.0	13.0	11.0	11.0	7.0	6.0	7.0	10.0	8.0	16.0	18.0	19.0	12.0	9.0		
Elgin 6	322029	862832	22.0	10.0	14.0		9.0	5.0	7.0	8.0	8.0	14.0	16.0	16.0	11.7	8.8		
Elgin 7	321615	862307	15.0	8.0	10.0	8.0	7.0	5.0	5.0	6.0	5.0	9.0	12.0	11.0	8.4	6.3		
Elgin 8	322492	863309	19.0	11.0	12.0	8.0	6.0	6.0	6.0	9.0	9.0	18.0	17.0	16.0	11.4	8.6		
Elgin 9	321775	861115	10.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	8.0	7.0	6.2	4.6		
Elgin 10	320641	862291	18.0	11.0	13.0	9.0	9.0	7.0	8.0	10.0	9.0	18.0	17.0	16.0	12.1	9.1		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.75)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
Elgin 11	321447	863764		10.0	12.0	10.0	7.0	6.0	7.0	8.0	8.0	10.0	13.0	14.0	9.5	7.2		
Fochabers 1	334634	858726	11.0	7.0	9.0	8.0	6.0	5.0	6.0	7.0	5.0	8.0	8.0	8.0	7.3	5.5		
Buckie 1	342562	865535	12.0	9.0	11.0	10.0	8.0	5.0	7.0	7.0	7.0	10.0	9.0	11.0	8.8	6.6		
Forres	303726	858931	12.0	8.0	10.0	8.0	5.0	5.0	5.0	7.0	10.0	9.0	10.0	13.0	8.5	6.4		
Keith 1	342592	850894	24.0	13.0	14.0	15.0	10.0	9.0	9.0	12.0	9.0	15.0	11.0	19.0	13.3	10.0		
Keith 2	343329	850415	15.0	17.0	17.0	17.0	11.0	10.0	12.0	15.0	11.0	16.0	18.0	19.0	14.8	11.1		
Lossie 1	323515	870931	7.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	6.0	5.3	4.0		
Aberlour 1	326571	842899	18.0	12.0	12.0		7.0	7.0		7.0	8.0	12.0	14.0	12.0	10.9	8.2		
Rothes 1	327740	849239	13.0	9.0	10.0	9.0	7.0	5.0		7.0		10.0	11.0	9.0	9.0	6.8		

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

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

☒ **National bias adjustment factor used**

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

☒ **Moray Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Moray Council During 2025

Moray Council has not identified any new sources relating to air quality within the reporting year of 2025

Additional Air Quality Works Undertaken by Moray Council During 2025

Moray Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

The NO_2 diffusion tubes used by Moray Council in 2025 were prepared and analysed by the Aberdeen Scientific Services Laboratory (ASSL), 20% TEA in water method. The laboratory is United Kingdom Accreditation Service (UKAS) accredited and has good performance in both the LGC Standards Proficiency Testing Scheme (AIR NO2 PT) and National Physical Laboratory (NPL) QA schemes. The deployment of diffusion tubes has been completed in adherence with the Diffusion Tube Monitoring Calendar.

Diffusion Tube Annualisation

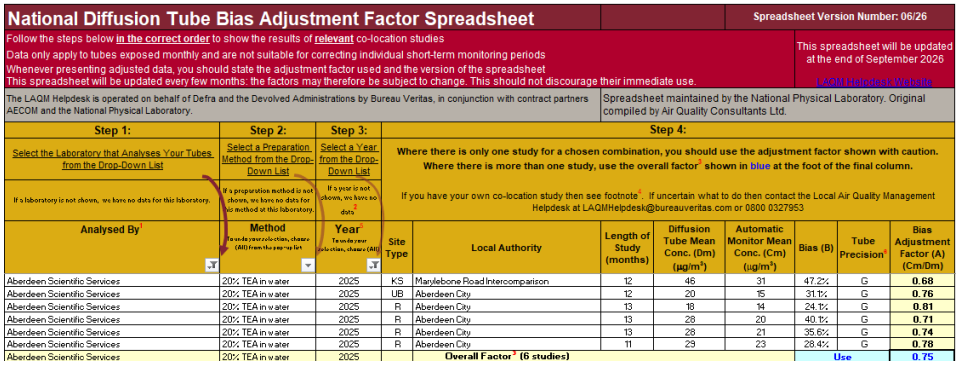
All diffusion tube monitoring locations within Moray Council recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion Tube Bias Adjustment Factors

Moray Council have applied a national bias adjustment factor of 0.75 to the 2025 monitoring data. A summary of bias adjustment factors used by Moray Council over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	06/26	0.75
2024	National	04/25	0.76
2023	National	03/24	0.73
2022	National	03/23	0.76
2021	National	09/22	0.77



National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 06/26

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

This spreadsheet will be updated at the end of September 2026

LAQM Helpdesk Website

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

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

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

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

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

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

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

Analysed By	Method	Year	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision	Bias Adjustment Factor (A) (Cm/Dm)
Aberdeen Scientific Services	20% TEA in water	2025	KS	Marylebone Road Intercomparison	12	46	31	47.2%	G	0.68
Aberdeen Scientific Services	20% TEA in water	2025	UB	Aberdeen City	12	20	15	31.1%	G	0.76
Aberdeen Scientific Services	20% TEA in water	2025	R	Aberdeen City	13	18	14	24.1%	G	0.81
Aberdeen Scientific Services	20% TEA in water	2025	R	Aberdeen City	13	28	20	40.1%	G	0.71
Aberdeen Scientific Services	20% TEA in water	2025	R	Aberdeen City	13	28	21	35.8%	G	0.74
Aberdeen Scientific Services	20% TEA in water	2025	R	Aberdeen City	11	23	23	28.4%	G	0.78
Aberdeen Scientific Services	20% TEA in water	2025		Overall Factor (6 studies)				Use		0.75

NO_2 Fall-off with Distance from the Road

No diffusion tube NO_2 monitoring locations within Moray Council required distance correction during 2025

Appendix D: Monitoring Locations Maps

Figure 1 Diffusion Tube Monitoring Locations 1

Figure 2 Diffusion Tube Monitoring Locations 2

Figure 3 Diffusion Tube Monitoring Locations 3

Figure 4 Diffusion Tube Monitoring Locations 4

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the LA 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
APR	Annual Progress Report
AURN	Automatic Urban and Rural Network (UK air quality monitoring network)
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
DT	Diffusion Tube
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

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3. Moray Council (2011) Second Moray Local Transport Strategy. Available at: http://www.moray.gov.uk/moray_standard/page_75724.html
4. Defra, August 2022, Local Air Quality Management Technical Guidance 2022
5. (TG.22). Available at: https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQMhttps://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdfTG22-August-22-v1.0.pdf