

Air Quality and Dust Monitoring Monthly Report – July 2025

London Borough of Hillingdon



Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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A report prepared by EWCs and MWCCs on behalf of HS2 Ltd.

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Monthly Summary

- 1.1.1 This Summary Report is published in fulfilment of commitments detailed in the High Speed Rail (London-West Midlands) Environmental Minimum Requirements, Annex 1: Code of Construction Practice, for the nominated undertaker to present the results of air quality and dust monitoring undertaken in the London Borough of Hillingdon (LBH) during June and July 2025 respectively.
- 1.1.2 Figure 1 to Figure 4 in Appendix A present the current worksites together with air quality monitoring locations.
- 1.1.3 This summary should be read in conjunction with the overview monitoring report available from www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2, which highlights: the applicable standards and guidance, as well as the air quality and dust monitoring methodologies to be implemented by nominated undertakers throughout construction.
- 1.1.4 The current worksites, as presented in Appendix A, Figure 1 to Figure 4, include:
- Gatemead and West Ruislip Embankment, Breakspear Road South and River Pinn Underbridge, concreting, groundworks and materials management.
 - Copthall North groundworks and materials management,.
 - West Ruislip Portal materials management (tunnel boring machine arisings).
 - South Ruislip vent shaft and headhouse construction, ground works, concrete works and materials management.
 - Northern Sustainable Placement Area (NSPA) landscaping, seeding and planting.
 - Southern Sustainable Placement Area (SSPA) seeding, planting and demobilisation.

CVV Dews Lane

- North Moorhall Compound: operation;
- HOAC Compound: operation;
- Haul Road Maintenance: haul road maintenance;
- ATFS: ATFS permanent drainage, soiling and seeding, ATFS access road construction, Slab removal;
- Pumping Water Management: pumping water management;
- Satellite Welfares;
- South Abutment: drainage works, South Abutment construction stage 2 – earthworks, yard supporting activities, soiling and seeding works, launching girder platform removal;
- Environmental Maintenance;
- Stockpiling Activity HOAC: stockpile management;
- Deck Finishes Logistics: preparation and operation of storage yards and installation of below deck access provision, traffic management on the deck surface, delivery of parapets, noise barriers, troughs, pipes, steel works and other minor material to the

- storage yards and deck, installation of access at the top of the deck (HAKI stairs) and finishes support plant;
- Deck Finishes – On-deck Construction: construction of robust kerbs, installation of parapets, construction of concrete stitch, filling of voids and top openings, verge deck waterproofing, trough installation, noise barrier installation, deck waterproofing, SFRC slab construction, north Embankment and south embankment noise barriers and foundations, noise barrier and concrete panel installation at north embankment and masking wall installation at north embankment and south embankment;
- Deck Finishes – In-deck Construction: concrete works within the deck, drainage works within the deck, steel works within the deck, and structural health monitoring;
- Landscaping (pier 57 - Pier 1): advanced works including removal of cofferdams, initial ground drainage including manhole chamber, hardstanding removal, tree removal & vegetation clearance, earthworks cut & fill, landscaping (subsoil, topsoil, cultivating, seeding, planting) and streetworks – bellmouth road construction;
- Jetty Removal and associated earthworks: cutting tubular piles, sheet piles and steelworks; and
- General Works.

CVV Moorhall Road

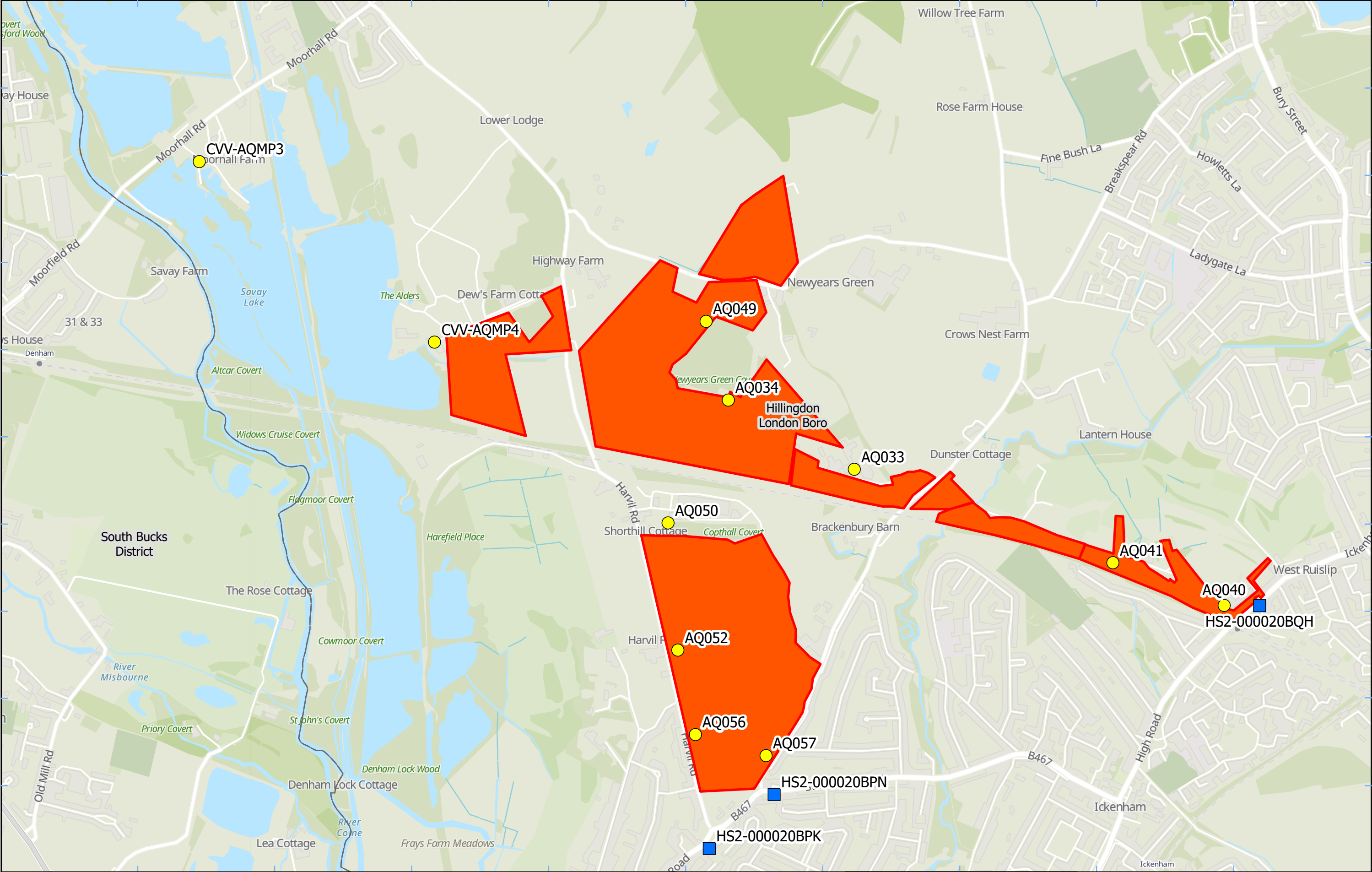
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- Jetty Removal and associated earthworks: cutting tubular piles, sheet piles and steelworks; and
- General Works.

- 1.1.5 Ten (10) dust monitors are installed around these worksites, where works are underway. These sites returned a low to medium dust risk rating.
- 1.1.6 Dust monitoring locations and results are presented in Appendix B, Table 1, together with line charts of monthly data from each dust monitor in Figure 5. All continuous dust monitoring is undertaken using indicative monitors. Despite being Environment Agency (MCERTS) certified, indicative monitors carry a higher level of uncertainty than reference monitors, and therefore cannot be strictly compared with Air Quality Standards for human health and the environment. The purpose of the monitoring undertaken is to ensure the effectiveness of the on-site mitigation.
- 1.1.7 The trigger level for PM₁₀ concentrations of 190µg/m³, over a 1-hour period, in accordance with the updated guidance document '*Guidance on Monitoring in the Vicinity of Demolition and Construction Sites – (October 2018)*' has been applied.
- 1.1.8 Details of the trigger alert investigations and remediations are presented in Appendix B, Table 3.
- 1.1.9 Data capture was below 90% for multiple monitors due to:
- Monitor AQ033 was due to the monitor running out of hydrogen gas; subsequently recharged.
 - Data capture for AQ040 and AQ041 was due to a loss of power. Power was subsequently restored at the beginning of August and the monitors replaced.
- 1.1.10 Diffusion tube monitoring of Nitrogen Dioxide (NO₂) is undertaken at eleven (11) locations around highways within the LBH as part of the management of air quality where significant effects may occur as a result of the scheme.
- 1.1.11 Diffusion tube monitoring results are as provided from the laboratory analysis, and therefore still require various analysis and adjustments to be undertaken. Final corrected results will be presented and described in the annual report. However, based on results to date, no unexpected values were recorded during the monitoring period.
- 1.1.12 NO₂ monitoring locations and results are presented in Appendix C, Table 2, together with the 2025 running mean.
- 1.1.13 There were no (0) complaints received during the reporting period (July 2025).

Appendix A – Worksites and Monitoring Locations

Figure 1 to Figure 4: Current monitoring locations within the LBH



Dust Monitor

Worksite

Diffusion Tube

District Borough Unitary Boundaries

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Contains data from OS Zoomstack

Map Number

Map Name

Worksite and Monitoring Locations
In LBH (Sheet 1)

London Borough of Hillingdon

hs2

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Registered office: 2 Snowhill, Queensway,
Birmingham B4 6GA.

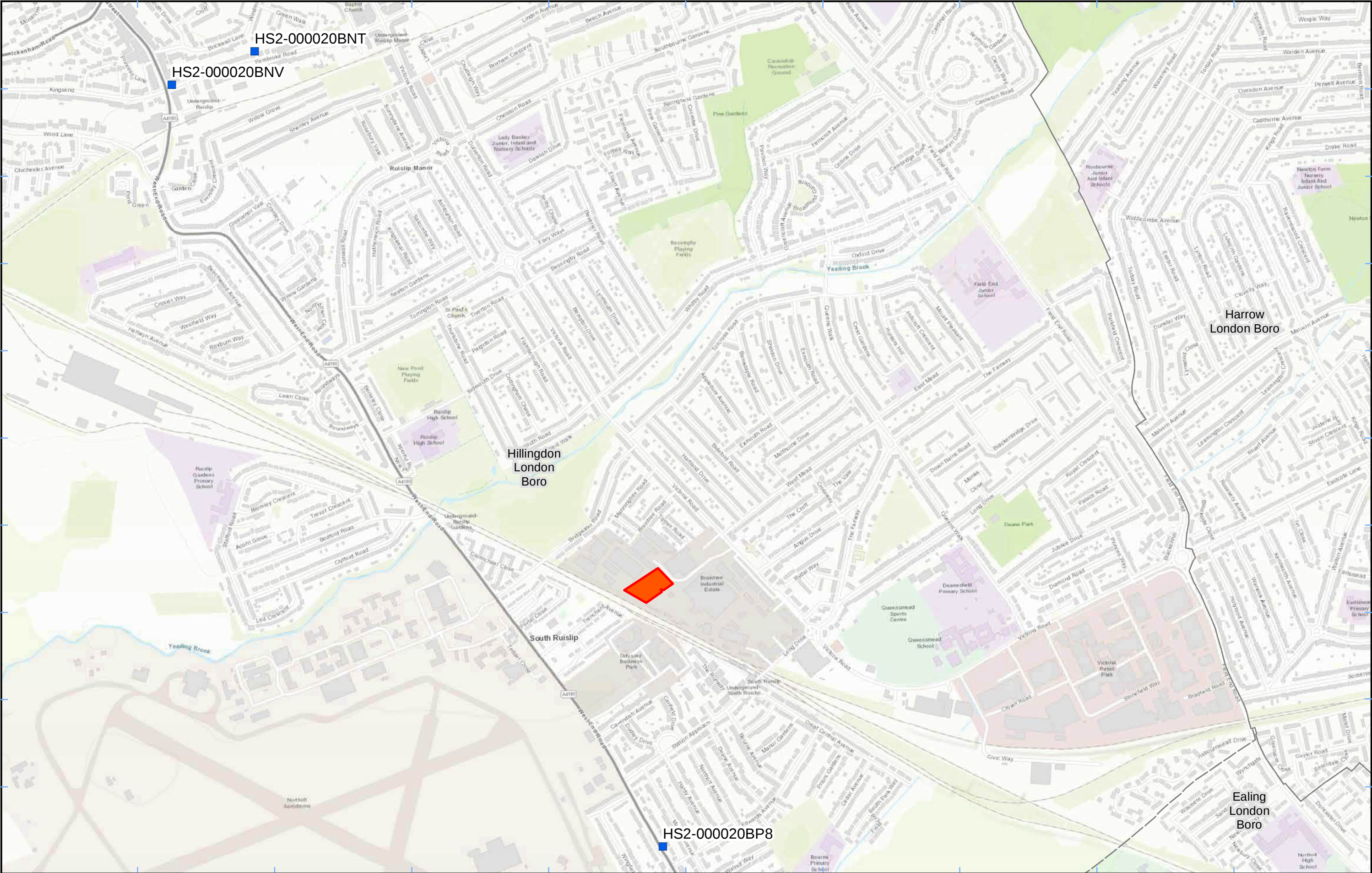
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Doc Number:

Scale at A3: 1:12,000

Metres

Date: 02/04/25



Legend

 Diffusion Tube  District Borough Unitary Boundaries

 Worksite

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Map Number

Map Name

**Worksite and Monitoring Locations
In LBH (Sheet 2)**

London Borough of Hillingdon

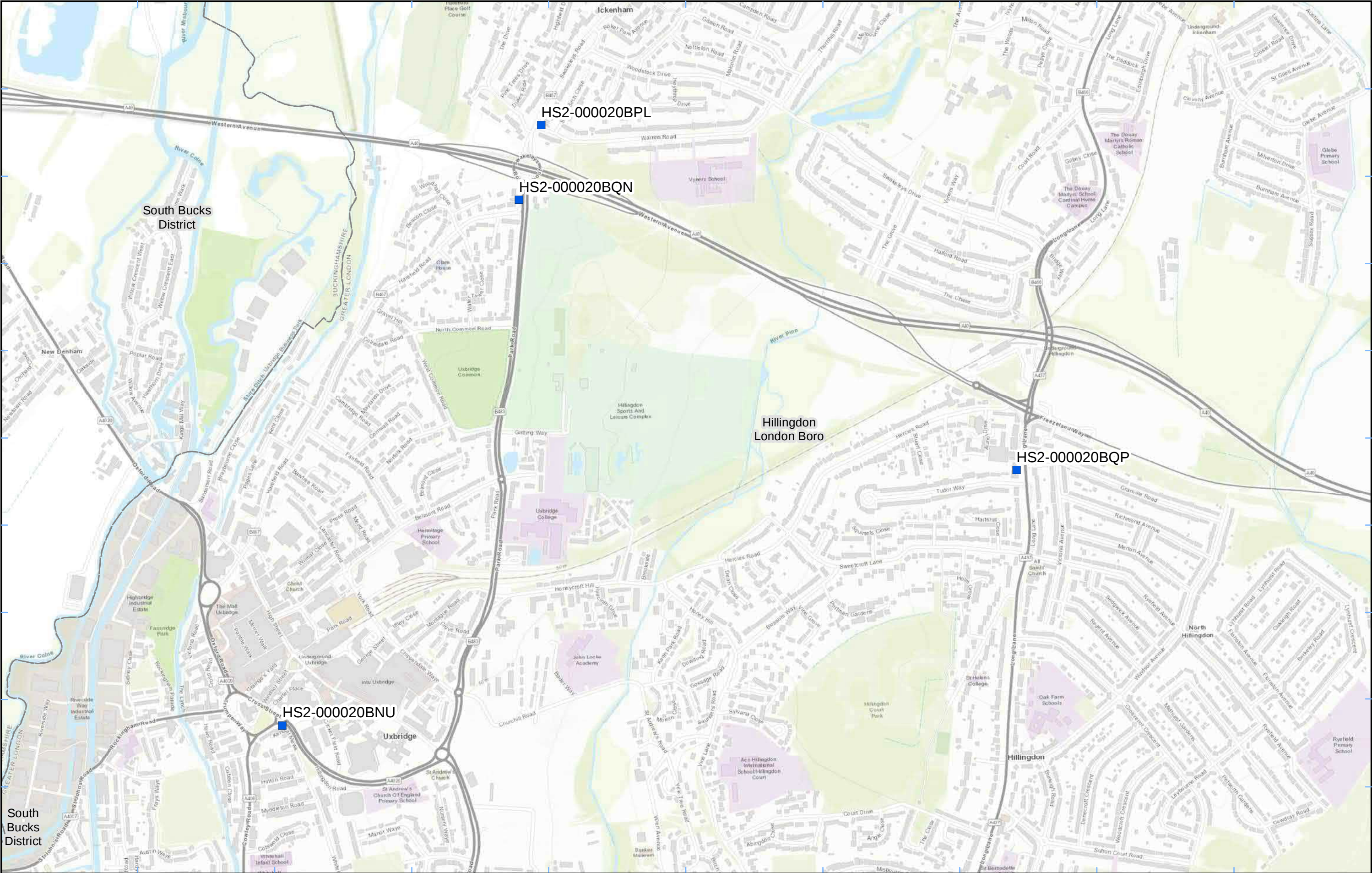


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Metres

Doc Number: **Date: 08/12/20**



Legend

- Diffusion Tube
- District Borough Unitary Boundaries

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Map Number
Map Name
Monitoring Locations In LBH (Sheet 3)
London Borough of Hillingdon



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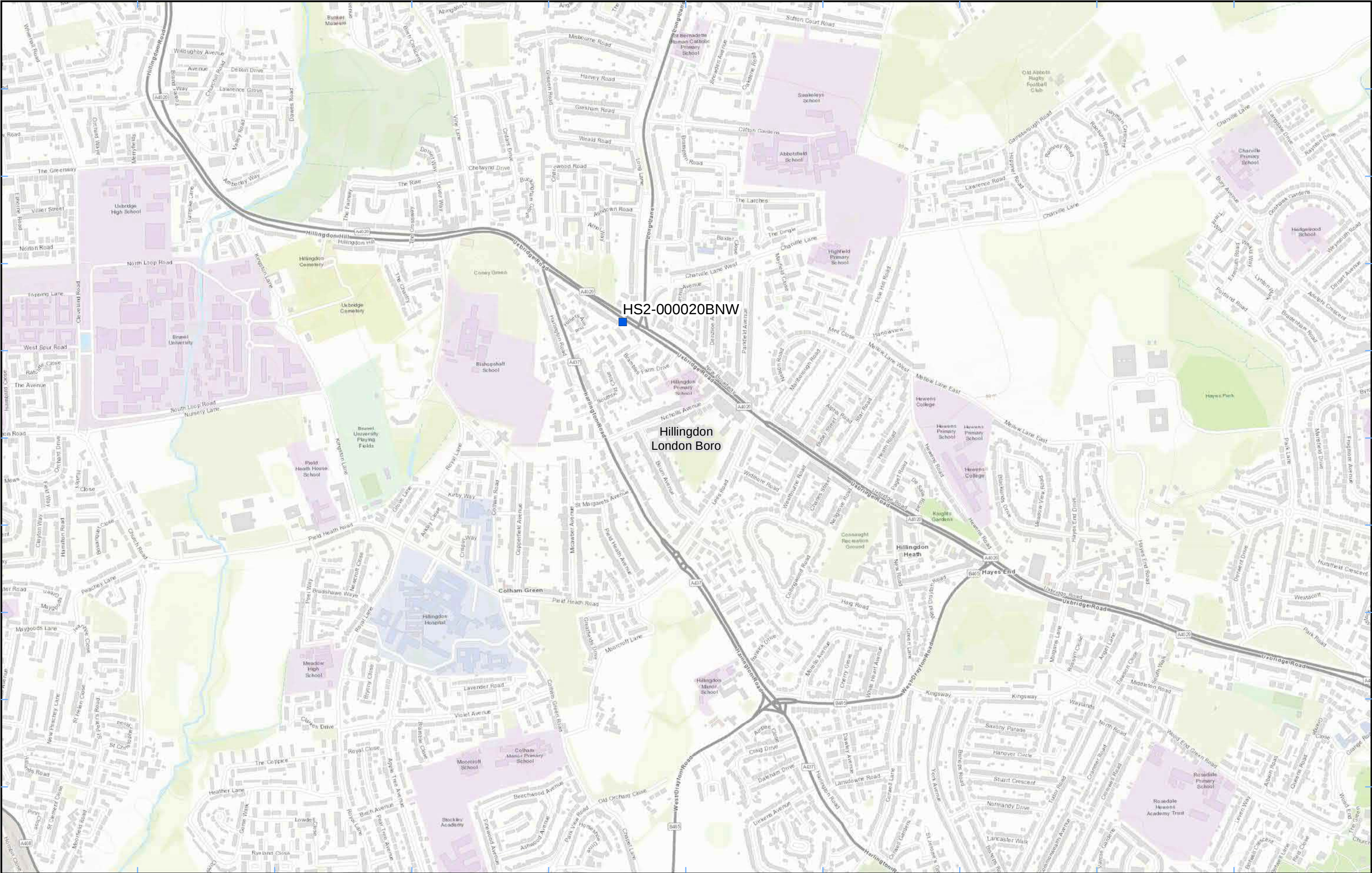


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Metres

Date: 08/12/20



Legend

- Diffusion Tube
- District Borough Unitary Boundaries

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Map Number

Map Name

Monitoring Locations In LBH (Sheet 4)

London Borough of Hillingdon



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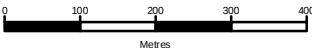
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Scale at A3: 1:10,000



Date: 08/12/20

Appendix B – Dust Monitoring Results

Table 1: Dust Monitoring Locations and Results

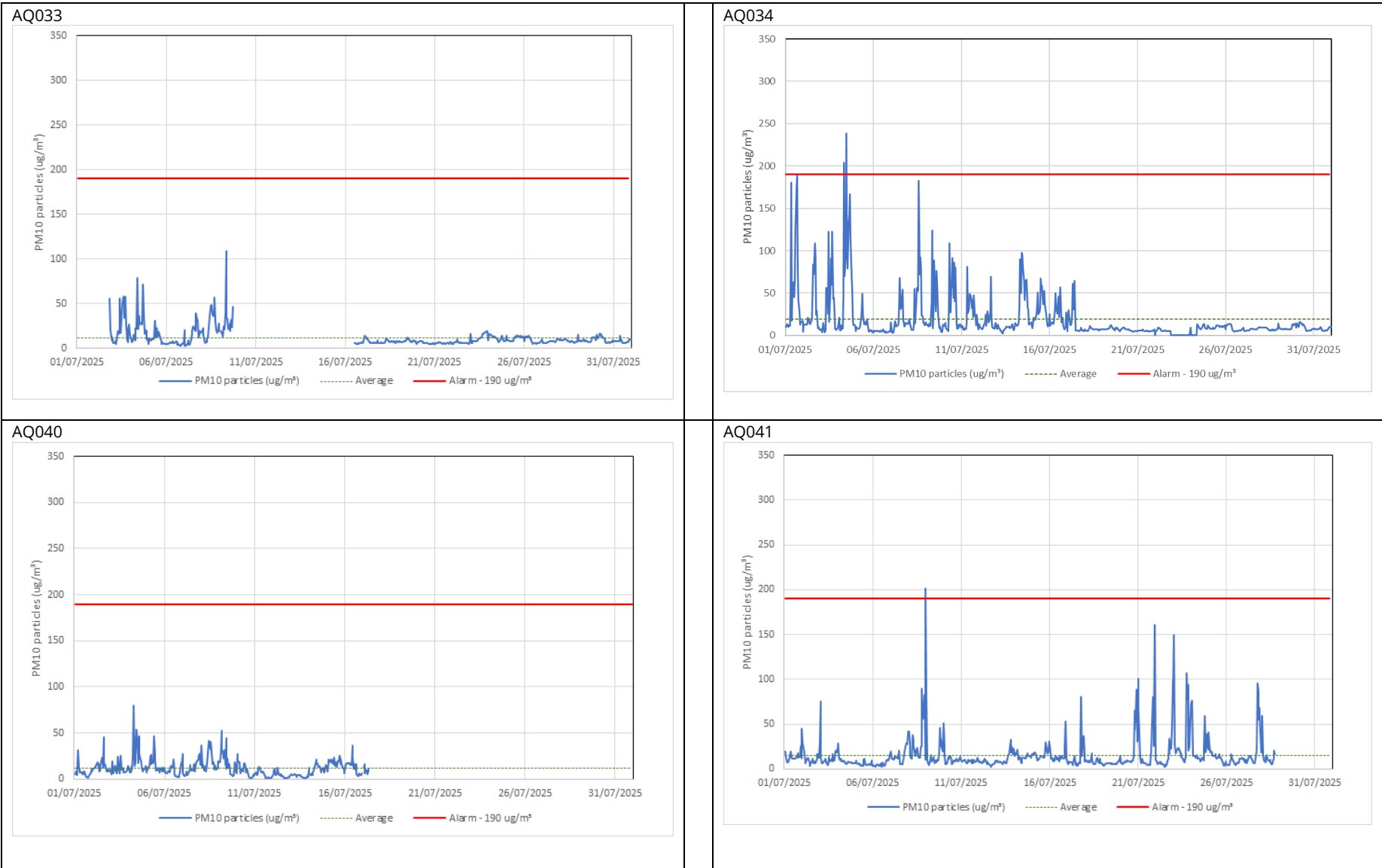
Monitoring site ID	Coordinates (X,Y)	Location description	Dust risk rating for site	Monitoring site active during period	Change to site since previous period report	Mean 1-hour PM ₁₀ concentration (µg/m ³)	Minimum 1-hour PM ₁₀ concentration (µg/m ³)	Maximum 1-hour PM ₁₀ concentration (µg/m ³)	Number of 1-hour periods exceeding trigger level of 190 µg/m ³	Data capture (%)
AQ033	507045, 187352	Breakspear Road South	M	Yes	N	11.9	3.3	109.1	0	72.3
AQ034	506608, 187592	Copthall Cutting	L	Yes	N	19.4	2.5	238.2	2	95.3
AQ040	508328, 186880	West Ruislip Golf Course	M	Yes	N	12.1	0.9	79.4	0	52.7
AQ041	507942, 187028	West Ruislip Portal	M	Yes	N	15.3	2.7	201.4	1	89.7
AQ049	506531, 187865	Copthall North, Ancient Woodland	M	Yes	N	10.9	2.2	151.5	0	100.0
AQ050	506399, 187166	Copthall South Compound	M	Yes	N	10.1	1.8	53.0	0	100.0
AQ052	506433, 186725	Southern Sustainable Placement Area	M	Yes	N	13.2	5.0	39.0	0	100.0
AQ056	506494, 186432	Southern Sustainable Placement Area	M	Yes	N	10.4	3.0	36.0	0	97.7
AQ057	506739, 186359	Southern Sustainable Placement Area	M	Yes	N	5.0	1.0	28.0	0	100.0

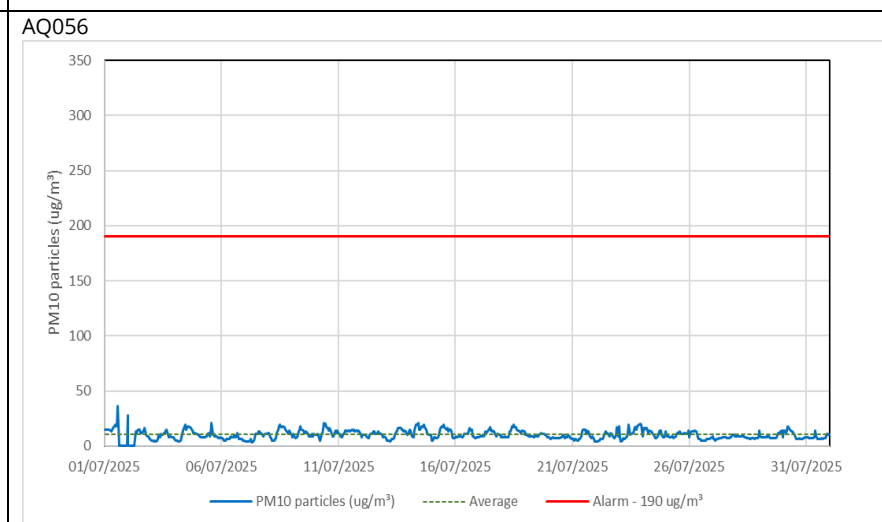
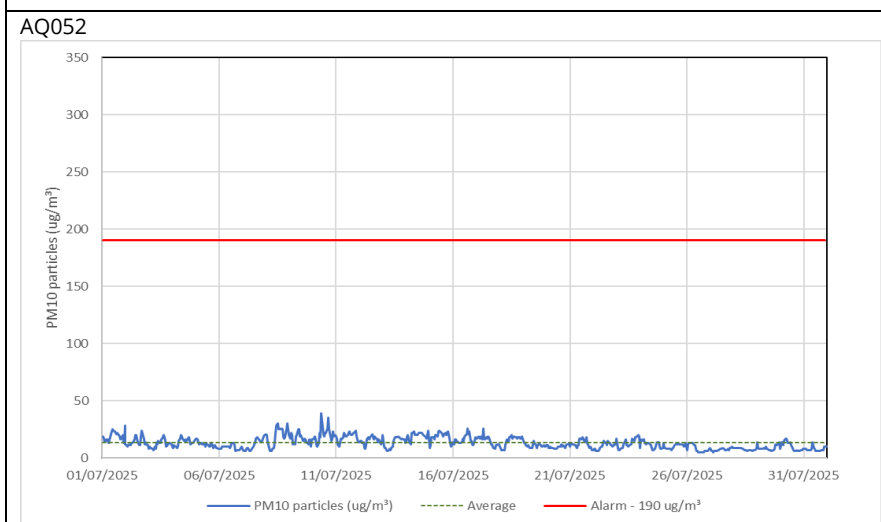
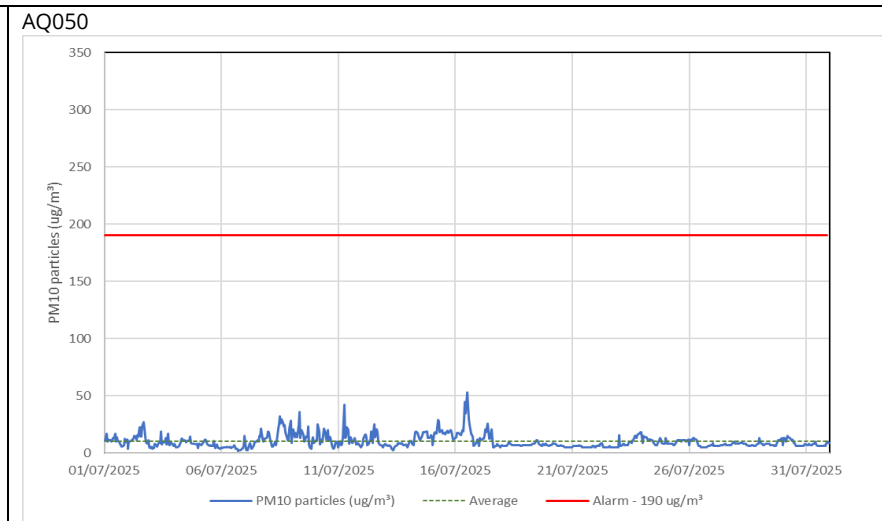
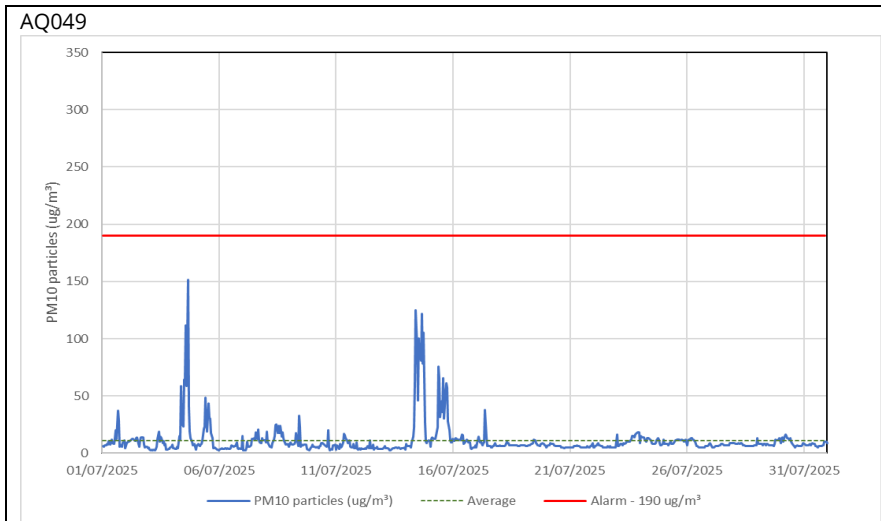
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CVW-AQMP4	505589, 187793	On the western boundary of HOAC at Dews Lane	M	Yes	Y	3.8	1.0	18.0	0	43.0

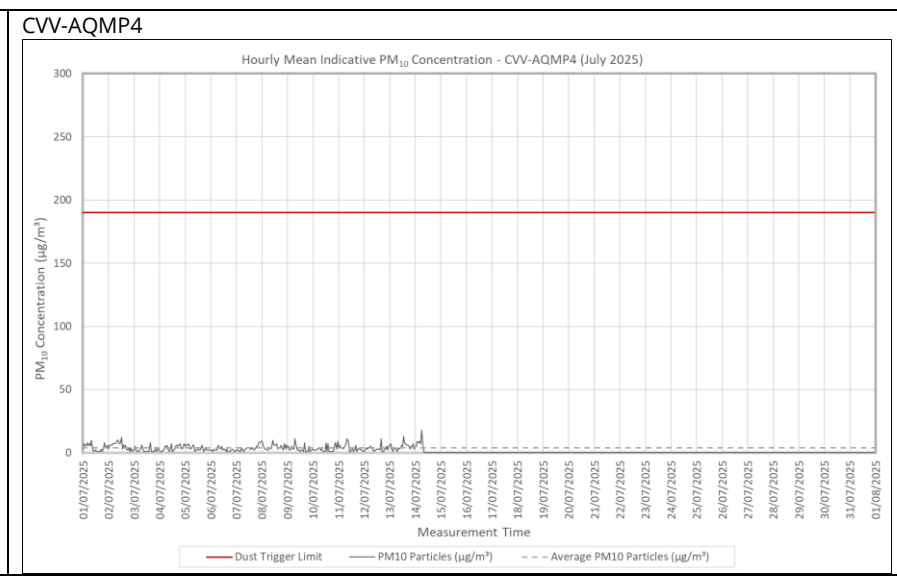
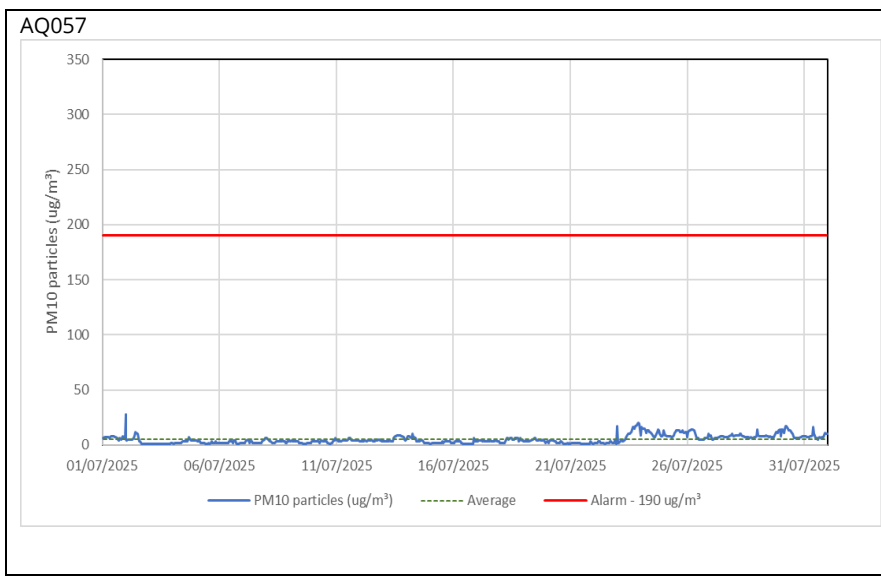
Table 2: Summary of exceedances during period (July 2025)

Monitoring site ID	Period exceeding trigger level	Investigation	Outcomes / Resolution / Remedial measures implemented
AQ034	04/07/2025 07:01 – 08:00; 204.1 µg/m ³ 10:01 – 11:00; 238.2 µg/m ³	At the times of the trigger alerts from monitor AQ034 which is located at the south-eastern boundary of the ancient woodland on the North Copthall site adjacent to the internal haul road there was the same daily regular movements of dump trucks and other large machinery. The haulage road is regularly damped down throughout each day with regular circuits of the driven water bowzers. However, it is considered that the haul road experienced a brief drying out in that location on each occasion and it is considered this was the cause of the trigger alerts.	With the dry, warm weather the on-site bowzers will continue to maintain circuits of all the internal haul routes throughout each day. There is also a dust cannon at this location too.
AQ041	09/07/2025 14:01 – 15:00; 201.4 µg/m ³	At the time of the trigger alert from monitor AQ041 which is located at the western boundary of the West Ruislip Portal site adjacent to the railway there was concrete slab breakout works and materials management being carried out. Dust canons were in use during the operation but one of the bowzers had run out of water. As soon as the alert was raised, the works were stopped. This bowser was then immediately filled and an additional road sweeper deployed to the area to supplement dampening.	The site team working in the area were re-briefed and to check the bowser water levels on a regular basis throughout the day.

Figure 5: Construction dust 1-hour mean indicative PM₁₀ concentration for all dust monitors







Appendix C – Air Quality Monitoring Results

Table 3: NO₂ monitoring locations around highways, NO₂ concentrations and monthly monitoring results with running mean for 2025 (µg/m³)

Monitoring Site ID	Location description	Coordinates (X, Y)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Mean ¹²
HS2-000020BNT	Lamp post on Pembroke Road	509678, 187214	32	25	33	19	12	26							24
HS2-000020BNU	Cowley Road sign post at junction with Hillingdon Road	505492, 183926	44	34	Tube Missing	36	28	32							35
HS2-000020BNV	High Street sign post at junction with Pembroke Road	509439, 187117	47	33	42	35	Tube Missing	26							37
HS2-000020BNW	Signpost on A4020 Uxbridge Road at junction with Long Lane	507365, 182687	38	43	Tube Missing	45	25	28							36
HS2-000020BPK	Lamp post in crescent off Swakeleys Road	506542, 186037	34	32	36	25	22	21							28
HS2-000020BPL	Warren Road sign post on corner of Swakeleys Road and Warren Road	506240, 185660	43	20	12	26	22	24							24

¹ Note: to aid interpretation and conform with best practice, the monthly measurements in this table are reported rounded to the nearest whole number. The annual mean presented here is calculated based on laboratory data to 4 significant figures, rounded to a whole number, and therefore may differ slightly to a mean derived from averaging the rounded monthly measurements in the table.

² The annual mean for diffusion tubes presented in the table above still require various analysis and adjustments to be undertaken before comparison to the Air Quality Objectives. The final corrected annual mean will be presented in the HS2 Annual Air Quality Report.

Monitoring Site ID	Location description	Coordinates (X, Y)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Mean ¹²
HS2-000020BPN	Lamp post on B467	506767, 186224	41	38	Tube Missing	32	19	23							31
HS2-000020BQH	Lamp post on High Road Ickenham	508451, 186879	37	36	42	37	4	28							30
HS2-000020BQN	Lamp post on Park Road	506176, 185444	50	37	63	39	26	25							40
HS2-000020BQP	Sign post on Long Lane	507614, 184663	44	42	Tube Missing	39	24	27							35
HS2-000020BP8	Triplicate site at South Ruislip roadside automatic monitoring station	510858, 184916	34	30	45	30	21	21							30