

Air Quality and Dust Monitoring Monthly Report – January 2026

London Borough of Hammersmith and Fulham



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.

High Speed Two (HS2) Limited,
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434


General email enquiries: HS2enquiries@hs2.org.uk

Website: www.gov.uk/hs2

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 Hammersmith and Fulham (LBHF) during December 2025 and January 2026 respectively.

1.1.2 Figure 1 and Figure 2 in Appendix A present the current worksites together with air quality and dust 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 and Figure 2, include:

Old Oak Common Depot

- General Site: Materials management and haulage.
- Station Box: General formwork, steel fixing.
- GWML & SAB: Steel fixing, general carpentry, backfilling.
- Site haul roads and public roads adjacent to site: Cleaning with road sweeper.
- OOCL: Digging, backfilling, pipe welding, pipe installation, ground anchor works, level surfacing.
- MEPH: Installation of CMS, hoovering water, cutting pipe and Unistrut.
- Blockwork: Water pumping, hoovering, cleaning silo compound, general blockwork below ground in the box.
- Attenuation Tank: Piling and store set ups, striking shutters.

1.1.5 Four (4) dust monitors are installed around these worksites, where works are underway. These sites returned a medium dust risk rating.

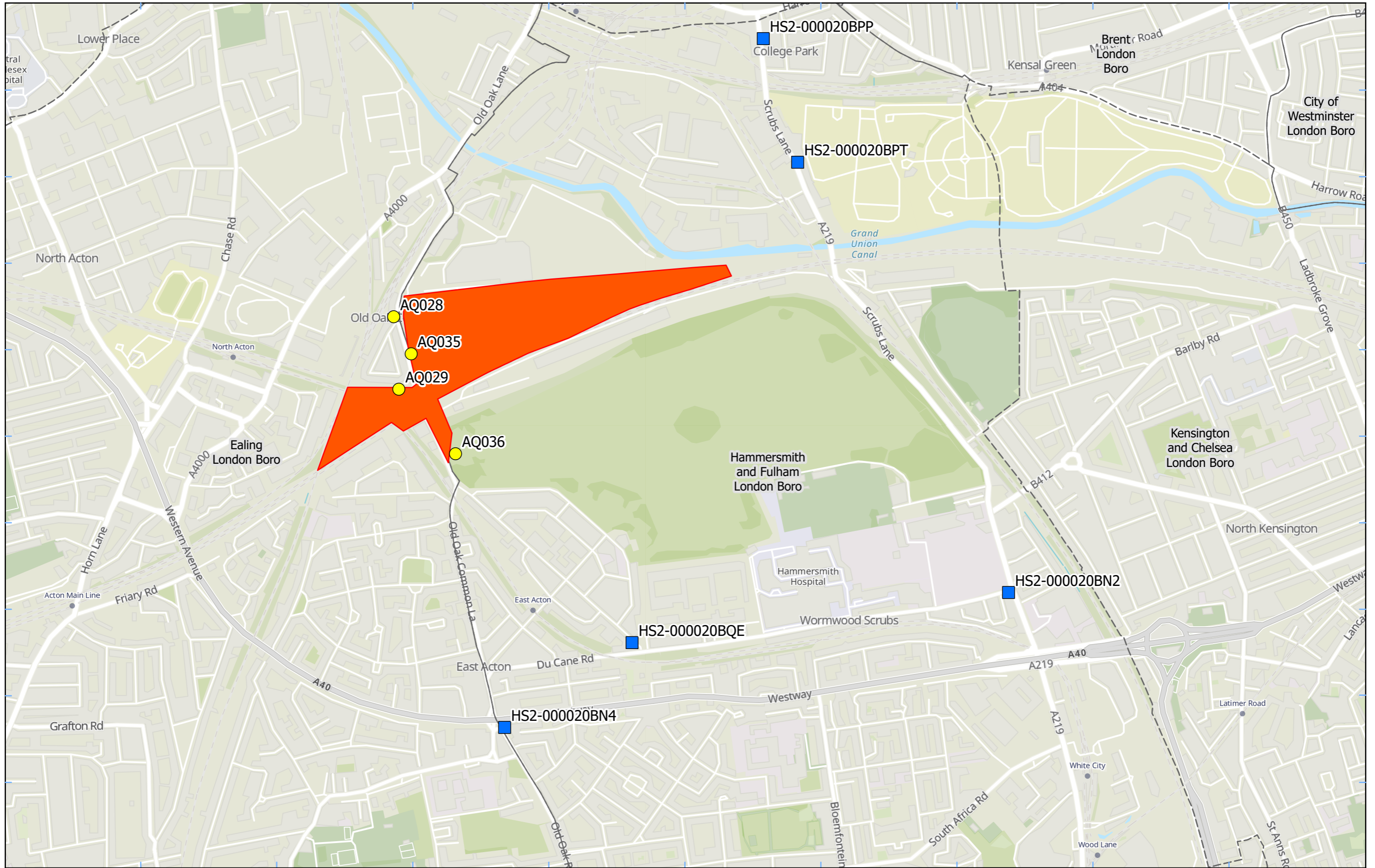
1.1.6 Dust monitoring locations and results are presented in Appendix B, Table 1, together with line charts of monthly data from each dust monitor presented in Figure 3. All continuous dust monitoring is undertaken using indicative monitors. Despite being Environment Agency (MCERTS) certified, indicative 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 190 µg/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 2.
- 1.1.9 Diffusion tube monitoring of Nitrogen Dioxide (NO₂) is undertaken at seven (7) locations around highways within the LBHF as part of the management of air quality where significant effects may occur as a result of the scheme.
- 1.1.10 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 the results to date, no unexpected values were recorded during the monitoring period.
- 1.1.11 NO₂ monitoring locations and results are presented in Appendix C, Table 3, together with the 2025 running mean.
- 1.1.12 Data capture was below 90% for AQ036 due to a vehicle colliding with a site hoarding adjacent to the monitor. The collision resulted in damage to the monitor that affected the measured concentrations. A site visit to investigate and repair the monitor was undertaken.
- 1.1.13 There were no (0) complaints received during the reporting period (January 2026).

Appendix A – Worksites and Monitoring Locations

Figure 1 and 2: Worksites and monitoring locations within the LBHF



Legend

- Dust Monitor
- Worksite
- Diffusion Tube
- District Borough Unitary Boundaries

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Map Number

Map Name
**Worksite and Monitoring Locations
In LBHF (Sheet 1)**

**London Borough of Hammersmith
and Fulham**

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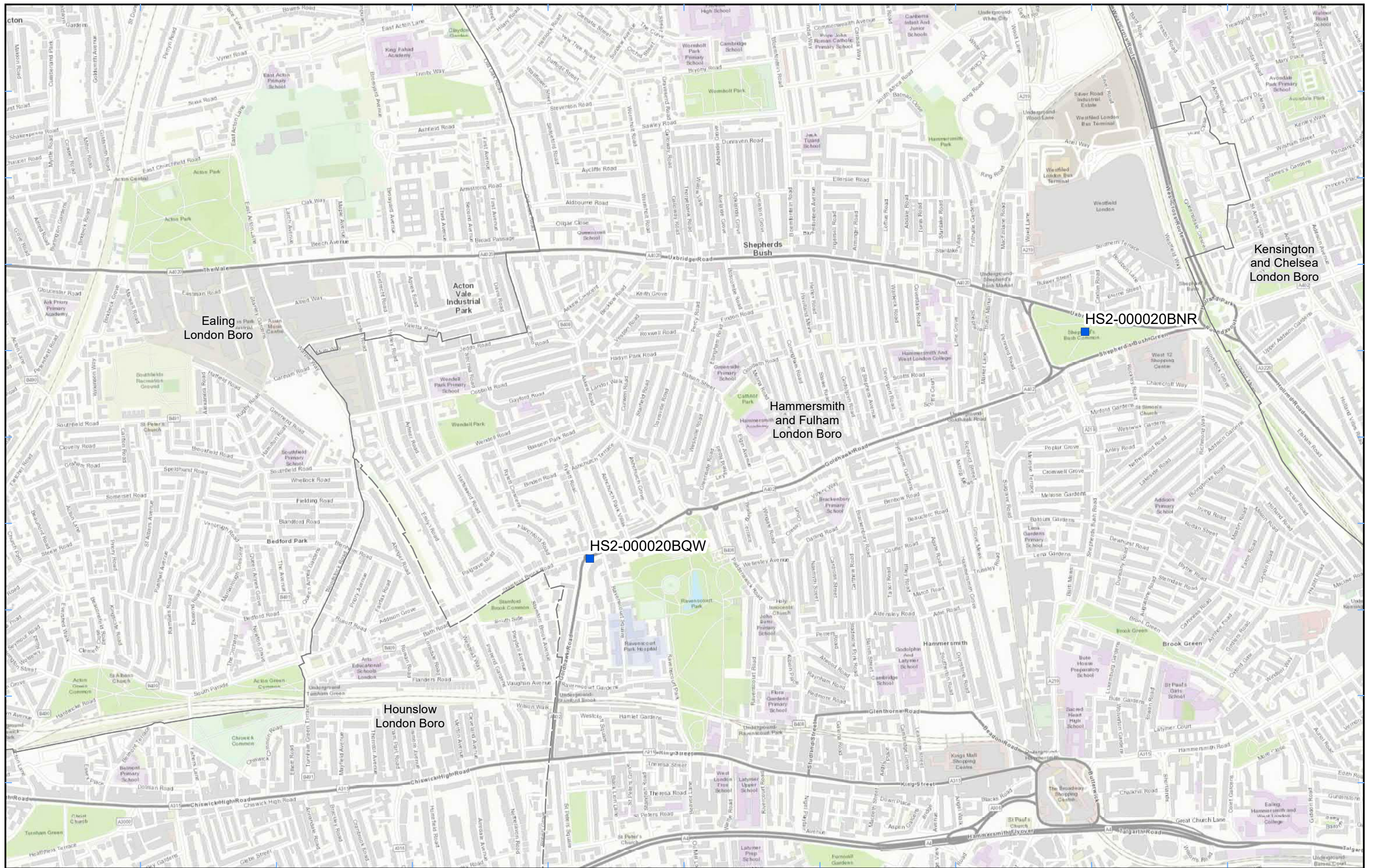
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Legend
 Diffusion Tube
 District Borough Unitary Boundaries

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Map Number
 Map Name
**Monitoring Locations In LBHF
 (Sheet 2)**
 London Borough of Hammersmith
 and Fulham

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Appendix B – Dust Monitoring Results

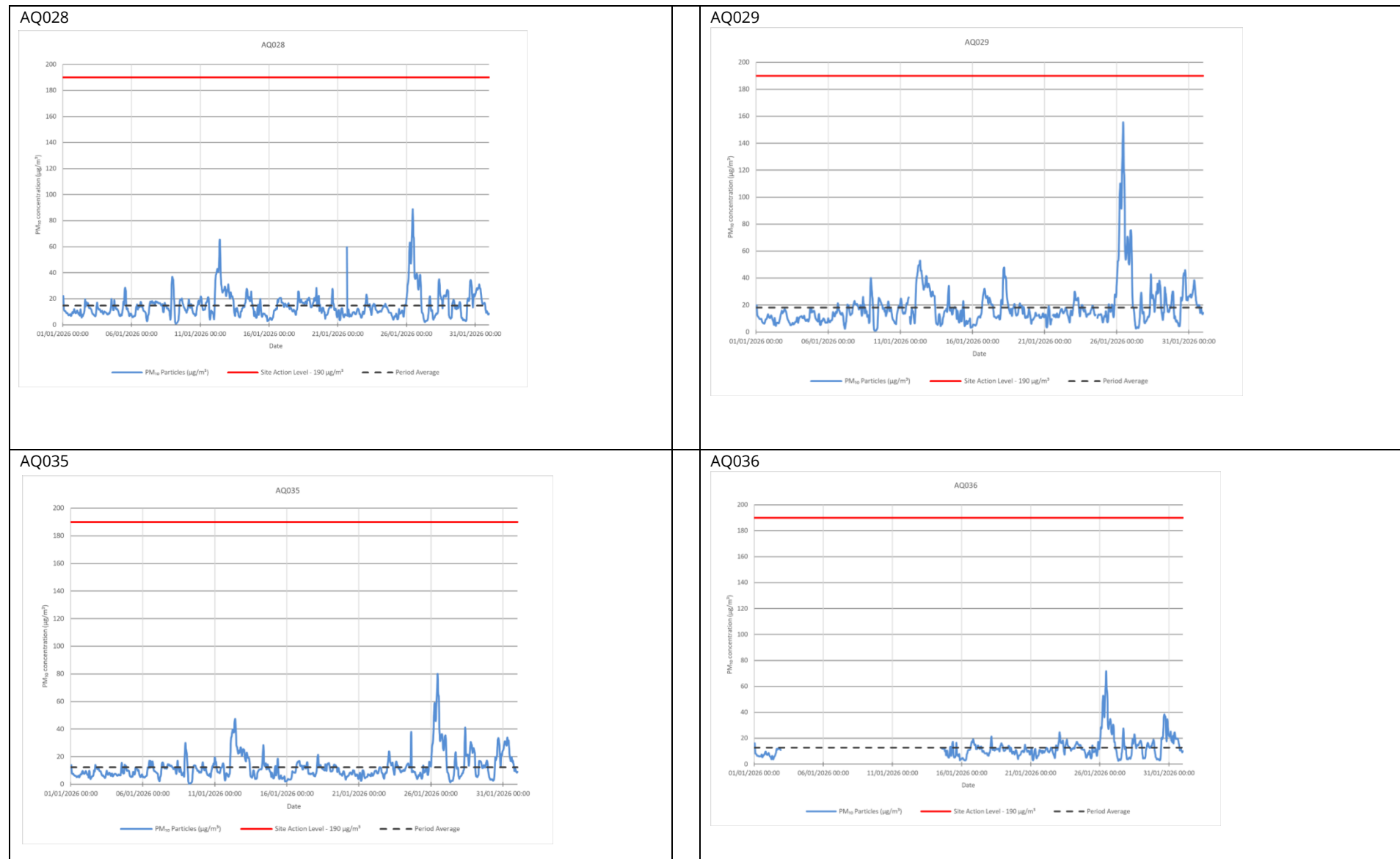
Table 1: Dust Monitoring Locations and Results

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 (%)
AQ028	521314, 182084	Wells House Road	M	Yes	No	14.8	1.0	88.7	0	99.9
AQ029	521317, 181856	Site Boundary south of houses on Wells House Road	H	Yes	No	18.2	1.0	155.0	0	99.2
AQ035	521354, 181956	Old Oak Common	H	Yes	No	12.4	0.6	80.0	0	99.9
AQ036	521482, 181668	Old Oak Common Lane	M	Yes	No	12.8	2.7	71.8	1	62.5

Table 2: Summary of exceedances during period (January 2026)

Monitoring Site ID	Period of trigger alert & Concentration recorded	Investigation	Outcomes / Resolution / Remedial measures implemented
AQ036	AQ036 - 02/01/2026 23:00 GMT	<p>Prior to the alert at 11:00 PM, a vehicle swerved at the bend and collided with our site hoarding at approximately 10:22 PM, coming to a stop next to the noise and air quality monitor.</p> <p>The security team attended the site promptly and assisted a passenger out of the vehicle, as the driver had left the scene.</p> <p>There were then attempts to reverse the vehicle out of its position. It was initially assumed that the engine revving during this time is what triggered the alerts (both air quality and noise) and contributed to the elevated PM levels following the exceedance. However, following a site visit to investigate, the monitor was found to have sustained damaged that affected the measured concentrations.</p>	<p>The team attended site on Wednesday 14th January to investigate unreliable data following this incident. The inlet of the monitor was found to be damaged. This was replaced and monitoring recommenced.</p> <p>Data recorded during the affected period has been removed from the results.</p>

Figure 3: 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
HS2-000020BN2	Lamp post on Du Cane Road	523092, 181264	50	32	52	34	28	28	27	26	28	Tube Missing	32	33	34
HS2-000020BN4	End of cycle lane sign on Old Oak Road	521625, 180871	42	127	51	44	29	26	33	26	25	30	30	33	41
HS2-000020BNR	Lamp posts in Shepherd's Bush Common	523481, 179871	39	34	30	34	25	21	21	24	17	23	28	30	27
HS2-000020BPP	Sign post on A219 Scrubs Lane, South of Harrow Road	522378, 182877	49	17	44	37	23	16	22	26	28	32	33	36	30
HS2-000020BPT	Controlled Zone/Zone Ends Road sign on A219 Scrubs Lane, north of Hythe Road	522478, 182517	Tube Missing	Tube Missing	36	38	27	24	24	26	28	28	35	35	30
HS2-000020BQE	Lamp post next to No 11 Wulfstan Street	521996, 181118	34	29	42	22	11	27	17	16	19	33	33	22	25
HS2-000020BQW	Lamp post on A402 Goldhawk Road	522037, 179209	37	33	Tube Missing	31	21	20	18	18	35	22	22	28	26

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.