



Folkestone and Hythe District Council

2026 Air Quality Annual Status Report

June 2026

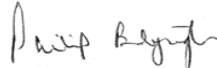


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	Name	Job Title	Signature
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Folkestone & Hythe



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	Folkestone and Hythe District Council Details
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Local Responsibilities and Commitment

This Annual Status Report (ASR) was prepared by Bureau Veritas on behalf of Folkestone and Hythe District Council with the support and agreement of the following officers and departments:

- Wai Tse, Environmental Protection Specialist, Environmental Protection

This ASR has been approved by:

- Wai Tse, Environmental Protection Specialist, Environmental Protection

This ASR has been signed off by a Deputy Director of Public Health, with details below:

- Dr. Ellen Schwartz, Deputy Director of Public Health (Kent County Council).

Dated: 26/06/2026



It is acknowledged that the Director of Public Health, Prof. Dr. Anjan Ghosh, was unavailable to sign off the ASR 2026 due to the United Kingdom (UK) Red Heat Alert Response required by Kent County Council in June 2026.

If you have any comments on this ASR please send them to Wai Tse at:

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Executive Summary: Air Quality in Our Area

Air Quality in Folkestone and Hythe

Breathing in polluted air affects our health and costs the National Health Service (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 (LAQM) 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 (PM) 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.

The District of Folkestone and Hythe is situated in Kent on the south east coast of England, approximately 69 miles from London. The area occupies a key strategic position on the M20 as a gateway to continental Europe with the Channel Tunnel and London Ashford Airport all within its boundary, thus supporting a strong transport and logistics sector, comparative to neighbouring Council jurisdictions. As such, the district also acts as

a gateway for many to visit the coastline, alternate areas of interest within South East England and wider England as well as being recognised as a port entryway from England to France, and vice versa.

Folkestone and Hythe District contains an area of approximately 140 square miles and boasts a rich variety of charming landscape. Approximately 33% of the District falls within the Kent Downs Area of Outstanding Natural Beauty (AONB) and High Weald AONB, with 15 Sites of Special Scientific Interest (SSSI) declared in the District. However, several SSSIs overlap with neighbouring Districts, as such the principal SSSIs wholly or partially contained within the Folkestone and Hythe boundaries include: Folkestone Downs incorporated within Folkestone-Etchinghill Escarpment SSSI, Folkestone Warren SSSI, East Cliff and Warren Country Park SSSI, and Stodmarsh European Designated SSSI, according to [Folkestone and Hythe District Heritage Strategy](#) and [Folkestone and Hythe District Planning Information](#). The location also seeks to encourage tourism by hosting several music events and festivals, for example Folkestone Air Display and Hythe Venetian Fete, Folkestone and Ashford Military Show and Country Fair, and the series of Bandstand Summer Concerts. It also promotes active travel through its [King Charles III England Coast Path - South East](#) which involves various integrated walking and cycling routes that connect to the broader Kent region and wider England.

In comparison to the rural areas of the district, the largest urban area is the town of Folkestone, where approximately half of the district's population, exceeding 112,000, live. Other population centres within the district are Hythe, New Romney and Hawkinge. The District is the 48th most densely populated of the South East's 64 local authority areas, and is England's 88th least densely populated area of the 309 local authority areas, as per the [Office for National Statistics \(ONS\)](#).

Air pollution within the district is predominantly caused by road traffic emissions originating from major roads including the M20, A20, A259, A260 and A2034 that pass through the area, with the [Department for Transport \(DfT\)](#) reporting approximately 9.78 billion vehicle miles travelled on roads in Kent, inclusive of Folkestone and Hythe, in 2025. Due to the strategic nature of the road links, the majority of the vehicles are throughflow traffic, they do not start nor end their journeys within Folkestone and Hythe. However, these roads do experience high volumes of traffic as they form the main part of the arterial highway network within Folkestone and Hythe, connecting the district to wider regions. Examples are the M20 and A20, used as gateways to the Kent Downs AONB and Port of Dover, with seasonal traffic flows in the area significantly changing with the influx of tourist-related

traffic, reiterated in the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#). This is further emphasised by the increase of 0.40 billion DfT reported annual vehicle miles in 2025 compared to 2024 (ASRs 2026 and 2025 respectively). Roads within Folkestone and Hythe can become heavily congested on a periodic basis due to seasonal traffic flows. This congestion results in stopping and starting of vehicles, which in turns leads to elevated pollutant concentrations.

Car ownership in households in Folkestone and Hythe is higher than the national average, 79.6% compared to 78% respectively, as reported in the [Kent County Council \(KCC\) Transport Review](#) and [National Centre for Social Research - DfT Car Ownership: Evidence Review](#). Vehicles as the major contributor to air pollution in Folkestone and Hythe as a message is reiterated by the [Folkestone and Hythe District Council Core Strategy Review](#), which highlights that there is a need to minimise the requirement to travel by private car to employment, education and services due to the lack of provision of convenient public transport and sustainable travel modes in the District. It is acknowledged that rural areas in the north and south of the district in particular are less connected, with population dependent on cars for longer journeys to Ashford, Canterbury and Folkestone.

The district has a functioning harbour, which supports marine activities for small vessels as well as operating as a tourist destination with frequent activities hosted such as live event screenings and band/ music sessions. The area's popularity attracts increasing vehicle congestion, contributing to air pollutant emissions. Other pollution sources, including commercial, industrial, and domestic, also contribute to pollutant concentration levels within the district.

Due to Folkestone and Hythe District Council's consistent years of no reported exceedances of the annual mean NO₂ AQS (Air Quality Standard), the area is considered to have good air quality. As a result of this, there have never been any declared Air Quality Management Areas (AQMAs) within the district. The Council continued to review its monitoring network during 2025 and removed DT 13 from the network, as proposed in the 2025 ASR, due to the original justification for monitoring at this location are no longer present as development proposals have been withdrawn to convert the nearby fields into a 24-hour lorry park, intended for use during Operation Brock or during significant delays affecting Dover Port and the Eurotunnel. In addition, DT 13 consistently reported low concentrations and compliance with the annual mean NO₂ objective. During the 2025 monitoring year, this resource was deployed on A20 in Sellindge (DT 21) as further

residential developments are planned in the area and the Otterpool Park Development project is located within close proximity.

As proposed in ASR 2024 an additional new monitoring location was considered for implementation in 2025 monitoring year on Tram Road (DT 20). During the 2025 monitoring year, this location was implemented as a new deployment due to a recent land slip at 'Road of Remembrance' which resulted in this road being closed thus, traffic was diverted through Tram Road. The local authority wanted to assess the impacts such a diversion might have on local air quality in this area, hence the newly established monitoring location in 2025.

The local authority also implemented a new site, DT 19 (Hythe), following review of its monitoring network. This site was included due to a request raised by a member of the public who expressed concerns regarding air quality in the immediate area and was supported by an environmental portfolio holder councillor.

There are no current monitoring network amendments proposed for the 2026 monitoring year, however, should the Council determine any throughout 2026 these will be reported in ASR 2027.

During 2025, concentrations of NO₂ were monitored passively via a network of 21 diffusion tube sites. Of the 21 sites there were 18 existing stations (DTs 1-18) and three new deployments (DTs 19-21). The NO₂ annual mean concentration decreased at five locations across 17 sites, equating to a reduction in pollutant concentration at 29% of sites from 2024. This is a decrease from 2024, which reported 88% reduction in pollutant concentrations across 18 sites from 2023. A reduced number of sites are included in this calculation compared to 2024 despite an addition of three sites into the network in 2025, refer to Section 3.2.1 for further details. No single diffusion tube site recorded an NO₂ annual mean concentration above the air quality objective of 40µg/m³, with the maximum concentration being 19.0µg/m³ at DT 4, a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum NO₂ annual mean concentrations in the 2022, 2023, 2024 and 2025 ASRs, 26.2µg/m³, 25.1µg/m³, 22.8µg/m³ and 18.8µg/m³ respectively.

Compliance with the annual mean NO₂ objective (40µg/m³) has been achieved since 2021, as such the Council have sufficient monitoring data to support not declaring an AQMA. Concentrations of PM₁₀ and PM_{2.5} were not monitored in Folkestone and Hythe in 2025.

The Council are developing an Air Quality Strategy in house, with intention to publish the final version prior to the 2027 ASR. It is acknowledged that the Council intended to publish the Air Quality Strategy in September 2025 but delays due to unexpected operational pressures, competing service priorities, and the need to align the document with the latest local evidence and internal review processes have impacted this delivery timeline.

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.

As part of Folkestone and Hythe District Council's commitment to reduce the impacts of climate change, and specifically air pollution, the Council declared a climate emergency in July 2019. Throughout 2025 the local authority has supported its aim to hit net-zero carbon emissions by 2030 for Council activities and across the District, as reported in the [Carbon Action Plan](#). The document sets out various actions to reduce Carbon Dioxide (CO₂) emissions, which also may have shared benefits in improving air quality through reducing both NO₂ and Particulate Matter (PM) emissions.

The Council is developing and has implemented the following measures as part of the strategy in 2025, with more information available in [Climate and Ecological Emergency Briefing Note 2024](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#):

- Enhanced community bike rental schemes across the district to encourage uptake of active transportation methods;
- Further improved public transportation infrastructure across the District to encourage reduction in single person vehicle journeys;
- Local cycling and walking improvements across the District;
- ~80% of staff enrolled in e-learning have completed mandatory training on Environmental Awareness;
- Newly elected members have participated in climate change training sessions to enhance their understanding and advocacy;
- The Climate Change Champions, a dedicated group of staff actively promoting emission-reduction measures, meet quarterly;

- ~74% of properties registered on the council's online MyAccount opting for digital interactions and e-billings, reducing paper usage;
- Progressing a 2026 version of the [Climate and Ecological Emergency Briefing Note 2024](#);
- Developing an 'Overview and Scrutiny Committee Report' for publication in March 2026 that provides a formal update on progress against climate and ecological emergency actions;
- Integration of carbon criteria into all procurement tenders and contracts, ensuring environmentally responsible purchasing practices;
- In 2025 hosted three Folkestone and Hythe Sustainable Futures Forum events (The Eco Champions Programme, Green Grants Info and Support Surgery, and Volunteer and Skills Fair) with business operators sharing resources, waste products and skills to make Folkestone more energy efficient and sustainable alongside speakers from the community benefitting from bespoke TEDx-style coaching on environmental topics;
- Launch of [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#) to support climate action across the District and align with the 2030 net-zero carbon emissions aim. Strategies focus on themes such as "Enhancing our local environment", outlining actions to reduce district wide carbon emissions and subsequently create a more sustainable and environmentally responsible district for locals and tourists of Folkestone and Hythe. In turn, addressing challenges posed by climate change as the local authority seeks district wide carbon neutrality;
- Collaboration with Transport for the South East (TfSE) and neighbouring Local Transport Authority Partners to produce the [Strategic Investment Plan \(SIP\)](#), which includes Folkestone and Hythe's "Connections Package", to be delivered by 2050 inclusive of but not limited to: a) bus priority measures, b) urban active travel infrastructure upgrades, c) smart traffic management systems for lorry parks, and d) railway provision upgrades. Thus, seeking to provide better travel connectivity, and sustainable transport options for local residents and tourists, as well as much-improved public space. In turn, increasing accessibility, encouraging safe active transportation uptake and reducing air pollutant emission sources by prioritising individuals health and wellbeing.

- Officers worked in partnership with Kent County Council (KCC) to develop [Local Transport Plan 5 \(LTP5\)](#), launched in December 2024;
- Arranged replacement of fleet vehicles with Electric Vehicles (EVs), and extended EV trials to other teams beyond Environmental Protection Department;
- Providing energy efficient home improvements, prioritising vulnerable and low-income households with cost effective ways to support reduction in pollutant emissions across the district such as smart meters to electricity consumers, renewable energy sources to power buildings, and adopt Light Emitting Diode (LED) lighting in buildings.

In 2025 Folkestone and Hythe District Council published [Our District, Our World: Corporate Plan 2025 – 2030](#), which underpins the [Carbon Action Plan](#) and has ‘Enhancing Our Local Environment and Supporting Climate Action’ as one of its five themes. This theme supports a reduction in air pollutant emissions through targeted actions such as ensuring new developments are well designed with energy efficient mechanisms and make maximum use of renewable energy sources (e.g. Air Source Heat Pumps (ASHPs) and Solar Photovoltaics (PV)) in comparison to combustion fuel sources (e.g. boilers). The local authority’s commitment to producing this document and publicising it in 2025 demonstrates that environmental stewardship and climate consideration are central to the Council's strategic framework, ensuring environmental considerations inform all corporate priorities and service delivery. By embedding sustainability into all district operations and decision-making, Folkestone and Hythe District Council understand that environmental enhancement is fundamental to creating a sustainable, resilient district with air pollution a key factor, for current and future generations.

Throughout 2025 the local authority developed [The District Wide Carbon Strategy 2026](#) to support the [Carbon Action Plan](#) and align with the 2030 net-zero carbon emissions aim. The document also integrates with the wider [Kent and Medway Energy and Low Emissions Strategy](#), of which the Council have adopted. Strategies within the document focus on five core pillars: Sustainable Transport, Resilient Residents, Sustainable Business, Reduced Waste and Water Usage, and Greater Carbon Absorption and Biodiversity, with targeted actions to reduce carbon emissions and address climate change impact whilst fostering environmental responsibility and sustainability for all stakeholders. It is acknowledged that emissions from the Council’s estate and operations account for ~0.4% of the district total, demonstrating the limited extent of the Council’s direct control over emissions and the essential need for collaborative working across the

district to meet the Net-Zero target. As such, production of [The District Wide Carbon Strategy 2026](#) evidence Folkestone and Hythe's commitment to district-wide carbon neutrality by 2030 predominantly through environmental leadership and ensuring climate resilient options are available for locals and tourists alike with benefits to air pollutant reduction in turn.

The Council continued to improve the districts social housing stock as well as broader accommodation in Folkestone and Hythe throughout 2025, with works to reduce fuel poverty funded through Wave 1 and Wave 2.1 Grants from the [Social Housing Decarbonisation Fund \(SHDF\)](#) and partial match contributions by the local authority. As of March 2024, [Wave 1 SHDF](#) had upgraded 125 council-owned homes and December 2024 saw the completion of [Phase 1 Wave 2.1 SHDF](#) which improved a further 120 properties, totalling 245 properties. In February 2025 it was confirmed [Phase 2 Wave 2.1 SHDF](#) was ongoing and in December 2025 a further 180 homes had been completed with energy efficient improvements, totalling 425 homes that have benefitted from the SHDF scheme and Council contributions, costing £8.2 million collectively. The local authority outline that the total number of Council owned properties that have benefitted from the scheme is in fact 463, 38 more than proposed, as per the [Green Investment Continues for Council Homes](#) bulletin. Properties have all been upgraded with energy efficient measures to facilitate cheaper operational costs for tenants. Works included internally insulating and rendering the buildings, installing Light Emitting Diode (LED) bulbs, replacing kitchens, loft and floor voids insulation, and installing renewable heating technologies such as Air Source Heat Pumps (ASHPs) and Solar Photovoltaics (PV), to replace the existing electric heating systems. Thus, reducing carbon footprint by enhancing property thermal efficiency with Energy Performance Certificate (EPC) ratings updated to Band C or higher, whilst also improving air quality across the District by generating electricity without emitting pollutants, unlike fossil fuel-based power. Such home improvements seek to educate individuals in development of a cleaner and more environmentally sustainable district through facilitating carbon reducing measures and methods of limiting air pollutant emissions. The Council's commitment to funding works alongside the SHDF demonstrates its focus to meet the target of all council-managed homes achieving an EPC of Band C or higher by 2030, with completed works in 2025 totalling ~80% of local housing stock rated EPC C or higher, whilst also targeting air quality emissions across the district by local scale grassroots improvements with longevity of environmental actions secured through education.

In 2025 the Council sought to procure a two-year contract commencing in 2026 with Ian Williams, a property services company. The organisation will deliver roof-mounted solar panels to 250 properties as part of the Council's campaign to further reduce the carbon footprint of council-owned housing stock. Properties have been selected based on current EPC ratings and suitability in supporting the Council to meet Minimum Energy Efficiency Standards (MEES) whilst helping to reduce tenants' energy bills. The new scheme further demonstrates Folkestone and Hythe District Council's commitment to meet the target of all council-managed homes achieving an EPC of Band C or higher by 2030 aligned with the [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#). Such carbon mitigation action also has positive benefits for air quality emissions, thus community-scale initiatives across the District ensure these improvements endure long-term. More information can be found [here](#).

In February 2025 the local authority announced its newly established collaborative partnership with Chartway and Orbit Homes to deliver 77 new affordable and sustainable homes near Biggins Wood Road in Folkestone, with development commencing that month. The homes are designed with a sustainability focus; minimising a properties environmental impact. The Council's collaborative approach with the developers outlines consideration of the [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#), demonstrating how private investment can drive public climate goals and environmental responsibility, inclusive of air quality with regards to building standards and specification, whilst accelerating progress toward the 2030 aim of district-wide carbon neutrality. Properties will be available to purchase in early 2026 with more information found [here](#).

In March 2025 housing upgrade works were completed at [Win Pine House](#) with the local authority investing £1 million for the project which involved installing new pipework throughout the building and fitting a Heat Interface Unit (HIU) in 44 flats with communal spaces. Win Pine House had experienced issues with heating and hot water caused by pipework leading from the boiler to tenants' individual flats and to the communal areas. The implementation of HIUs means heat transfer from the communal boiler to each tenant's flat, allowing them to have full control of their heating through the heat meter fitted ensuring fair usage and payment as well as a reduction in carbon emissions and subsequent improvements to air quality. Therefore, supporting district wide carbon neutrality goal by 2030 in alignment with [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#).

During 2025 Folkestone and Hythe District Council continued to work collaboratively with Kent County Council and neighbouring Kent local authorities on the '[Switch Together Kent](#)' scheme (formerly Solar Together Kent), delivered by the company iChoosr. The programme installs solar panels across residential properties, small businesses and charities, with accompanying battery storage. The initiative seeks to improve air quality across the district by generating electricity without emitting pollutants, unlike fossil fuel-based power, and reduce the broader carbon footprint of the region. As of September 2025, this project has facilitated over 3,920 installations of solar PV systems and batteries, as well as 250 EV chargers. The Council are continuing to work collaboratively into the 2026 monitoring year on this scheme.

In February 2025 Folkestone and Hythe District Council established the [Green Grants Scheme](#) to assist community groups, charities, town and parish councils, schools and small businesses to increase climate resilience, reduce carbon footprints and enhance green spaces and local wildlife. Grants were offered across four categories, up to £1,000, £10,000, £15,000 and £20,000 in value. In 2025 there were 38 projects from 60 applications to receive the funding with initiatives such as tree planting at Folkestone Primary Academy Parent, Teachers and Friends Association (PTFA) and St Martins Church of England (C of E) Primary School, implementation of solar PV and battery storage systems at the Postling Village Hall, as well as installation of a permeable pathway through woodland area by Lympne Parish Council to encourage more local journeys on foot. Such action is beneficial to air quality and emissions as it reduces reliance on combustion sources for energy and transport, as well as enhances the ambient environment with increased vegetation sources to naturally filter air and associated pollutants. Folkestone and Hythe District Council has since allocated an additional £250,000 to a new Green Grants Programme for 2026, with applications open from businesses, organisations, community groups, schools, and town and parish councils for a variety of environmentally focused projects. More information is available [here](#). The funding allocated in 2025 and proposed in 2026 demonstrates the local authority's commitment to tackling climate change, air quality and associated emissions through grassroots action at the local scale, recognising that lasting environmental progress is dependent on educating and empowering people to drive sustainable change amongst their communities.

Throughout 2025, Folkestone and Hythe District Council remained involved in a collaborative Kent local authorities project, which included continued development of a

digital training resource, [Care for Air](#). This platform offers individuals training, local evidence and resources to facilitate understanding in reducing air pollution exposure. The service is recognised by Health Care Professionals (HCPs), as practitioners utilise it to advise patients with Cardiovascular Disease (CVD) or respiratory disease. The endeavour demonstrates the Council's approach to collaborative working with neighbouring local authorities and partner organisations, such as the National Health Service (NHS), to identify opportunities for improving education surrounding air quality, limiting emission source(s) use, and encouraging mortality longevity by outlining areas for improvement (e.g. reducing outdoor activity during a high pollution episode). Thus, benefitting residents and visitors' welfare, particularly those who are vulnerable.

The Council continued to promote active travel in 2025 with the reduction in vehicle usage and subsequent emissions through established [Core Walking Zones \(CWZs\)](#). The CWZs have been assessed and audited to ensure safety and identify any required interventions along the pedestrian corridors within each CWZ. Interventions proposed include improving existing infrastructure as well as introducing new pedestrian facilities, inclusive of but not limited to: lighting for security and safety along Radnor Park, pedestrian crossing at Cheriton Garden Junction to enhance safety and attractiveness of route and implement adequate volume of dropped kerbs and tactile paving throughout the district to enhance the quality of the pedestrian environment and aid permeability for all users. Folkestone and Hythe District Council are committed to continuing upgrade works in the public realm and specifically CWZs through the [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), with support from Kent County Council.

Alongside promoting well-known CWZ's, the Council advocated the newly established [King Charles III England Coast Path - South East](#) in 2025, with particular focus on the [Folkestone Harbour Arm](#). The 'pathway' involves various integrated walking and cycling routes that connect to the broader Kent region and wider England. Encouraging active transportation uptake within the district alongside neighbouring local authorities aims to improve air quality conditions by developing new walking and cycling provisions, which in turn reduce vehicular emissions. It is acknowledged that the full national trail was inaugurated on 19th March 2026.

Folkestone and Hythe District Council maintained its collaborative relationship with [Cycling UK](#) to host a '[Dr Bike](#)' clinic in Hythe in 2025, offering free minor repairs, safety checks and maintenance advice with demonstrations in puncture repairs, brake and gear adjustments, and cycle helmet fittings. Cycling UK also assisted with route planning, club information

and leisure cycling advice as well as funded community projects, membership and campaigns. The event sought to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to educating the next generation to reduce vehicle uptake through the parallel impact between pollutant emission reduction and personal health benefits.

Folkestone and Hythe District Council maintained its collaborative relationship with the bicycle clubs [Folkestone Cycling Club and Folkestone Velo Club](#). The two organisations offer cycling activities such as: club rides, touring, time trials, road racing, track racing, sportives, cyclo-cross, mountain biking, and charity events. The Council's relationships with the businesses seek to encourage use of alternative and accessible forms of travel between neighbouring towns and villages across the South East region, whilst helping District residents lead active lifestyles and limit vehicular emissions, benefitting air quality.

The District, alongside neighbouring and far-reach Council jurisdictions, remained to be host to the [National Cycle Network \(NCN\)](#) in 2025, as well as having a Local Cycle Network (LCN) that forms the connections between the NCN and destinations such as small town centres and villages. Core routes are [NCN17](#) towards Hawkinge and Kent Battle of Britain Museum, and [NCN2](#) between Dover to St Austell, a scenic cycling route for approximately 361 miles that passes through Folkestone and Hythe. Improvements to routes have included safer junctions, better route legibility, widening/protecting cycle lanes, resurfacing of unstable areas and improved signage for oncoming vehicles to reduce speeds, thus enabling safer access for walkers and cyclists. The NCN provides a strategic network for the county with connections to key destinations, towns, villages, transport hubs, employment and housing areas with long distance trails and loops that support the visitor economy in the district whilst encouraging active transportation methods as alternatives to vehicle trips, seeking to limit pollutant emission release across the district.

During 2025 Folkestone and Hythe District Council maintained promotion of the [Click2Cycle](#) innovative bike sharing service, with bike fleet renewed in 2023 through a four-year partnership with Crosskeys and the support of owner Alan Johnson. The scheme replicates notable cycle sharing schemes found in large metropolitan areas (e.g., Santander Cycles, Mobike, Lime) and compliments the coastal cycling routes, connecting Folkestone and Hythe to wider Kent and broader South-East and South-West regions. The initiative offers Folkestone and Hythe residents and visitors a carbon-neutral, flexible and cost-effective alternative to other modes of transport, more convenient for point-to-point

journeys whilst seeking to lower the district's environmental footprint. Therefore, attempting to raise profile of alternative and accessible forms of sustainable travel to transport challenges whilst supporting individuals in leading healthier lifestyles and limiting vehicular emissions, thus reducing air quality concentrations across the district.

During 2025 the Council launched its programme with [CycleHoop](#), supported by Kent County Council. The scheme delivered two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone. The structures formed a component of a one-year trial that commenced in November 2024 and was initiated through residents' requests for secure bicycle parking facilities, with residents guaranteed a bicycle space at all times and their own key once signed up to the scheme. The initiative has sought to encourage active and sustainable travel in the district, whilst demonstrating the Council's commitment to tackling the declared climate emergency. More information can be found at [Clifton Crescent Bicycle Parking Facilities](#) and [Folkestone and Hythe Sustainable Transport](#).

Throughout 2025 the local authority continued to promote the existing [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), which identifies key areas across the Council jurisdiction with high propensity for walking and cycling. Identified routes experience high commuting levels due to key destinations including the population centres as well as existing routes and geographical attractions such as the [King Charles III England Coast Path - South East](#) and Kent Downs AONB. It is proposed that greater active travel infrastructure is established to support further adoption of the LCWIP comparative to vehicle commuting in these areas, therefore reducing emissions released. To align with LCWIP actions, proposed and planned development schemes are referenced in [Places and Policies Local Plan 2020](#), [Core Strategy Review 2022](#), [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#), [The District Wide Carbon Strategy 2026](#), and [Folkestone and Hythe District Planning Information](#). The ongoing schemes and those designated for construction will improve transport infrastructure in the district through provision of more sustainable travel methods, increasing access to safer walking and cycling routes alongside enhancements in physical safety for pedestrians and cyclists. Therefore, making active transport and the district more accessible and attractive for residents and visitors alike, whilst contributing to local environmental goals through pollutant emission reduction.

Following a £25,000 grant from [Active Travel England Capability Fund](#) to update the existing [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) for the

Folkestone and Hythe District, the Council undertook a public consultation period in March-April 2024 which obtained views on preferred cycling and walking routes, including those used by residents using a wheelchair or mobility aid in the district. The consultation sought to provide invaluable local knowledge and understanding of the challenges and opportunities for active travel improvements across the district, with improvement in air quality a core focus through reducing congestion. Thus, enhancing physical and mental health of residents and tourists whilst supporting the local economy by limiting the strain on healthcare services from respiratory admissions attributable to poor air pollution. The outstanding action is for referenced schemes within the LCWIP to be subjected to a cost appraisal in conjunction with Kent County Council. The local authority sought to progress this throughout 2025 and will continue to do so into 2026. Once the cost appraisal has been completed an updated LCWIP version will be published to Folkestone and Hythe's Council website. More information can be found [here](#).

In 2025 Folkestone and Hythe District Council adopted the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\)](#) since its approved publication by 'The Cabinet Member for Highways and Transport' and [Members of the Environment and Transport Cabinet Committee](#) in November 2024. The document seeks to showcase the county's response to climate change, inclusive of air quality, as well as create a prioritised programme of infrastructure interventions and improvements for future investment, considering existing plans, strategies, and priorities across the county. Folkestone and Hythe District Council's cooperation in producing the Countywide KCWIP highlights its commitment to improving cycling and walking infrastructure within its jurisdiction as well as the wider Kent region in parallel with reducing pollutant concentrations across the area.

The Council continued to promote the cycling initiative '[Bikeability](#)' in 2025, partnered with [Kent County Council](#) and [Kent Road Safety](#). The scheme, focussed on school children and adults, involves frequent cycling proficiency courses and has educated circa 100,000 people since its launch in 2006/2007. The initiative has centred on three core stages, Bikeability: Level 1, Level 2 and Level 3, with individuals required to meet specific criteria to enable being accredited the awards. There is also 'Bikeability Balance' and 'Bikeability Learn to Ride' levels which bode a suite of courses to meet needs and specifically to complement and support the core training delivered. The scheme also offers 'Bikeability Families' and 'Cycle Confidence' courses which provide parents/carers skills to cycle safely with children whilst improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake through road safety assurance. This

programme seeks to encourage the uptake of cycling across the District, therefore, seeking to reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations.

In September and October 2025 Folkestone and Hythe District Council promoted and facilitated the '[World Car Free Day](#)' and '[Cycle to School Week](#)' respectively. The 'World Car Free Day' highlights numerous benefits of going car-free to citizens, including reduced air pollution and the promotion of walking and cycling in a safer environment. 'Cycle to School Week' aims to promote and celebrate cycling as a healthier and greener mode of transport, encouraging active transportation uptake across all generations with families swapping car pedals for cycle pedals on school visits, as well as engaging in general cycle rides, and discovering new areas to cycle. The Council's promotion of the 'World Car Free Day' and 'Cycle to School Week' reiterates its focus to reduce pollutant concentrations imminently across the district whilst facilitating this through actions of longevity by targeting future generations.

Aligned with 2025 promotion of active travel to commute instead of combustion vehicle use, the local authority continued to encourage home working across the district, where possible and practicable. Thus, seeking to reduce unnecessary combustion vehicle trips and subsequent pollutant emissions.

Folkestone and Hythe District Council actively encourages developers at the planning stage to install electric charging points for Electric Vehicles (EVs) or consider suitable infrastructure to allow for future cost-efficient installations.

Throughout 2025 Folkestone and Hythe District Council established a new collaborative relationship with Walker Construction for development works at [Romney Marsh Coastal Destination](#). The destination will see the 'Changing Tides Coastal Centre' inclusive of a new visitor hub, improved water sports facilities, 93 beach huts, public toilets, 120 parking spaces (inclusive of EV charge points), solar panels, a green roof system and suitable planting for a Site of Special Scientific Interest (SSSI). The visitor centre will also include an educational space that can be utilised by the local community. Works are funded by the [Nuclear Decommissioning Authority](#) through [Nuclear Restoration Services](#) and seek to provide a major boost to the Romney Marsh economy, with the development proposed to open early 2026. The local authorities commissioning of such development works with particular focus on EV infrastructure, solar panels and a green roof system highlights consideration of the [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#). Thus, outlining how investment can

advance public climate objectives and environmental stewardship, encompassing air quality improvements through enhanced building standards and specifications with less reliance on fuel and travel combustion mechanisms, while expediting the achievement of district-wide carbon neutrality by 2030. The provision of a classroom facility also demonstrates the Council's focus to targeting air quality emissions across the district by local scale grassroots improvements with longevity of environmental actions secured through education.

During 2025, the Council continued its collaborative relationship with EV provider [Connected Kerb](#). The joint programme, led by Kent County Council, seeks to deliver approximately 600 new EV chargers across the region, significantly improving access to EV charging for residents, businesses and the >65 million tourists who visit Kent annually, as per [Visit Kent](#). A total of [105 EV Rapid Chargers](#) have been implemented across Folkestone and Hythe in 26 public car parks, with the upgrade of the six existing points and the 23 charging points provided by commercial businesses. There has been an increase of two new chargers since 2024, with the implementation of those in Coast Drive Car Park in October 2025. Approximately 75% of the charge points installed were funded by Kent County Council, with Connected Kerb funding the remaining 25%. With over 1/6 EV chargers being implemented in the district, it demonstrates on a local scale that Folkestone and Hythe District Council has continually evidenced to Kent County Council the necessity to improve air quality for residents and visitors in the area, with prioritisation on reducing pollutant concentrations coinciding with improvements in individuals' health. Therefore, promoting environmental quality, limiting future resource strain on healthcare provisions, and enhancing lifespan longevity. The EV charge points have also been installed to assist vehicle owners in Folkestone and Hythe convert from internal combustion vehicles to EVs, as well as benefit tourism with the District ranked fifth in Kent for frequency of visits, as per [Tourism Industry Statistical Bulletin](#). As more residents and tourists use electric vehicles, communities will benefit from improved air quality and lower their carbon footprint, supporting the climate emergency declared by the Council. EV users can view the current charging points in Folkestone and Hythe at [zap-map.com](#).

In 2025 the Council promoted the air quality monitoring platform [Kent Air](#), in conjunction with Kent and Medway Air Quality Partnership (KMAQP) which have developed Air Quality Planning Guidance (AQPG) for partner local authorities, developers and consultants in response to changes in national planning policy. The portal seeks to educate locals at grassroot level on the existing air quality conditions within the Kent region through issued

local authority reports as well as the impact development and sustainable transport such as EVs have on air pollutant concentrations within the district. Information is also provided with regards to associated health benefits of active transportation, in comparison to use of combustion vehicles. Therefore, encouraging a cleaner, greener District that supports the [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#), and [The District Wide Carbon Strategy 2026](#).

Folkestone and Hythe District Council maintain to publish historic and recent ASRs on their [Air Quality Website](#), to facilitate education of local population on air pollutant concentrations and overall air quality conditions within the district. Thus, encouraging individuals to take responsibility for their contributions to emission release and partake in positive action to evolve habits (e.g. cycle instead of drive to employment).

During 2025 Folkestone and Hythe District Council worked in collaboration with Kent County Council to progress a programme of installing approximately 10,000 EV on-street charging points across the District and broader region. The programme has a particular focus on charging points on residential streets in rural and remote areas with electric grid constraints, where higher uptakes of EVs are forecast and communities without or with limited access to off-street parking. It has been confirmed that that EV partner organisation for the works is Urban Fox, a charge point operator, who will seek to deliver the EV charging locations over a 20-year contract with the first works phase beginning Summer 2026. The scheme, funded by Department for Transport's Local Electric Vehicle Infrastructure (LEVI) Fund and private investment will significantly expand on an already growing network of on and off-street EV charging points in Folkestone and Hythe and neighbouring Councils. This initiative seeks to foster individual accountability regarding personal emission contributions while incentivising behavioural shifts toward sustainable alternatives—such as active commuting in place of vehicle use. More information is available at [Kent County Council On-Street EV Charging](#).

Throughout 2025, the Council cooperated with Kent County Council to review United Kingdom (UK) Government guidance regarding installation of cross-pavement EV charging solutions following release of the [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#) which seeks to help residents without driveways or private parking to purchase and install EV charge points at residential properties if they are also installing a cross-pavement charging solution. The collaboration also involves reviewing policies to determine if and how the safe and effective use of cross-pavement solutions can be integrated into highway authority function. To inform this work, a small-

scale trial was conducted in Spring 2025, with cross-pavement solutions installed outside of volunteer residential properties across Folkestone and Hythe District, as well as neighbouring local authorities. The trial focussed on a variety of concerns regarding cross-pavement charging solutions:

- Pedestrian safety;
- Planned and reactive street works;
- Asset ownership;
- Checks and compliances; and
- Liabilities and impact on residential parking.

Folkestone and Hythe District Council reviewed the trial outcomes alongside Kent County Council and confirmed that an update from the Institution of Engineering and Technology (IET) about electrical safety is required foremost to determine if and how the safe and effective use of cross-pavement solutions could be integrated into the highway authority function. The authorities confirm that in 2026, post an IET decision outcome, they will confirm whether to permit the installation of cross pavement EV charging solutions or an alternative on-street charging solution. It is acknowledged that the grant and trial scheme sought to establish greater EV charging infrastructure across the district to facilitate higher EV uptake by promoting personal accountability for emissions, thus motivating individuals to adopt more sustainable vehicles or eco-friendly habits, like cycling. More information is available at [KCC On Street EV Charing Points](#)

Folkestone and Hythe District Council has also encouraged Low Emission Vehicle (LEV)/ Ultra Low Emission Vehicle (ULEV) adoption across the district during the 2025 monitoring year, with infrastructure to support the uptake of ULEVs being implemented.

The Council continued to promote its established main rail network throughout 2025 with the branch line to London from Folkestone Central Station one of the area's core railway routes.

In 2025 the Council continued its collaboration with Transport for the South East (TfSE) and neighbouring Local Transport Authority Partners to produce the [Strategic Investment Plan \(SIP\)](#) which includes Folkestone and Hythe's "Connections Package" to be delivered by 2050. The plan includes measures targeted at local transportation network of but not limited to: a) bus priority measures, b) urban active travel infrastructure upgrades, c) smart traffic management systems for lorry parks, and d) railway provision upgrades. The

document details works such as an additional railway platform at Westenhanger station near Otterpool Park Garden Town to increase station capacity and accommodate new housing developments as well as urban bus enhancements including bus priority infrastructure to improve journey times and reliability for public transport through increasing service frequencies, extending operating hours and delivering timetable integration. Thus, seeking to provide better travel connectivity, and sustainable transport options for local residents and tourists, as well as much-improved public space. In turn, capitalising on the district's established main rail network with connectivity into London whilst increasing accessibility, encouraging safe active transportation uptake and reducing air pollutant emission sources by prioritising individuals health and wellbeing.

In 2025 Folkestone and Hythe District Council confirmed its acquisition of ~£19.8 million in 'Levelling Up Funding – Round 2' from the United Kingdom (UK) Government matched by £2.2 million contribution from the local authority itself to deliver the scheme '[Folkestone – A Brighter Future](#).' Working collaboratively with Kent County Council as the delivery partner for the transport and public realm elements of the scheme, the local authority seeks to make improvements to roads, drainage networks, streetlights, and green areas. Therefore, encouraging sustainable travel method uptake alongside active transport through enhancing the public realm with safety a key consideration, in turn impacting air pollutant emissions by seeking to reduce volume of private vehicle journeys. In Summer 2024 contractors and suppliers were invited to apply for tender with the tender assessment and contracts awarded in early 2025. In April 2025 construction on the transport programmes began, with construction for the overall programme estimated to complete in Summer 2026.

Key improvement areas, completed works, and proposed works are as follows:

- Phase 1: 7th April 2025 – 31st May 2025 (Completed)
 - A compound was set up within Foresters Way car park to enabling the initial works to start.
 - Foresters way was closed off to vehicle traffic and there was a realignment and construction of the new carriageway/footway provision along Foresters Way/Shellons Street.
- Phase 2: May 2025 – Early 2026 (Ongoing)
 - Improvements will be made around Middelburg Square including the infilling of the two subways at the junctions with Cheriton Road and Cheriton Gardens;

- A new signalised traffic junction will be created at the Middelburg Square/Cheriton Gardens junction;
- Work will take place along the southern end of Middelburg Square including the construction of a new footway;
- Preparations for the new linear bus stop arrangement along Middelburg Square, scheduled for mid-July/early August 2025. All bus stop works on Middelburg Square will be completed before the existing bus station in Bouverie Square is closed;
- Changes to the Radnor Park roundabout will also begin during this phase, including the installation of the new cycle lane and construction of the junction with Station Approach; and
- Tree planting and paving works will also take place along Sandgate Road.
- Phase 3: July/August 2025 – Early 2026 (Ongoing)
 - Work will take place along Cheriton Road between Shorncliffe Road and Middelburg Square and also at Shorncliffe Road junction. This will include utility diversions and construction of rain gardens and footways;
 - Work around Middelburg Square will continue to tie in to works being completed along Cheriton Road; and
 - Paving and tree works along Guildhall Street will start during this phase.
- Phase 4: Early 2026 (Ongoing)
 - Transformation of Bouverie Square from the existing bus station into the proposed green space including the installation of an infiltration tank to facilitate rainwater reuse;
 - A shared foot and cycle bridge will be installed to connect Guildhall Street North to Guildhall Street; and
 - Works will continue along Cheriton Road during this period and on sections of Middelburg Square.
- Phase 5: Summer 2026 (Ongoing)
 - Improvements will be made to the Cheriton Road/Castle Hill Avenue Junction and works on Shellons Street; and
 - The works compound within the Foresters way car park will be demobilised and final surfacing will take place.

The Council's application for the grant funding demonstrates its commitment to improving existing and developing new active transportation methods and routes for the district,

therefore increasing uptake, reducing air pollutant emissions and prioritising its local resident's health and wellbeing. More information can be found [here](#).

As part of the '[Folkestone – A Brighter Future](#)' Project, the local authority have committed to creating a new green park in Bouverie Square (known as 'Green Heart of Folkestone'), a small linear park alongside Foresters Way, and planting circa 70 trees with semi-mature trees along Guildhall Street and Sandgate Road. The strategic planting throughout Bouverie Square with varying species, textures and heights will provide an open environment of interest and in Cheriton Road, rain gardens will collect run-off water and filter pollutants to water vegetation whilst providing a natural habitat for wildlife. The Council's commitment to enhancing the public realm with green infrastructure highlights their recognition of vegetation as a natural air filter to improve air pollution and benefit climate change. Plants and trees absorb gaseous pollutants such as Carbon Dioxide (CO₂), Nitrogen Dioxide (NO₂), Ozone (O₃), and Sulphur Dioxide (SO₂) through leaves and trap fine particulate matter (PM) on rough surfaces. Thus, vegetation is key to urban air quality mitigation and this programme of works reiterates Folkestone and Hythe's dedication to improving public health from air pollution for current and future generations.

Throughout 2025 Folkestone and Hythe District Council worked collaboratively with Kent County Council and Network Rail to progress and deliver schemes aligned with the ~£2.6 billion '[South-East Railway Upgrade Programme](#)', with redevelopment of rail travel for the county of Kent in response to the climate emergency declared in July 2019. Following completion of £1.25 billion upgrades to the South East, including Folkestone and Hythe's, transport infrastructure between 2019-2024, a further £1.35 billion investment has been allocated for works between 2025-2030. The structural amendments to Folkestone and Hythe's railway infrastructure seeks to allow easy interchange with other modes of public and active transport, promoting a greener, cleaner District and broader, South East region whilst highlighting the benefits of well-connected and more frequent public transport services on air quality comparative to private vehicle use to commute. Developments proposed and completed, inclusive of but not limited to, are:

- Track and Junctions – Investment of >£310 million to replace >60km of track and equipment at 60 key junctions across the route. An additional £44 million will be invested to upgrade drainage systems to maintain track quality and be more resilient in the face of extreme weather;
- Signalling – Investing >£309 million to replace and improve signalling systems in Kent and South East London to give passengers better journeys with fewer delays

as well as tackle the Climate Emergency, by encouraging modal shift from car to rail;

- Stations and Buildings – Circa £128 million investment to improve and modernise stations and buildings for passengers and railway staff, thus aiming to reduce pollutant emission contributions from the dominant alternate transport method, private vehicles, by increased alternate transport infrastructure which will accommodate appropriately for greater passenger volume;
- Bridges and Tunnels – £213 million investment to replace or refurbish structures on the route, including underbridges, overbridges, footbridges and tunnels to deliver safe access routes to the stations/ platforms, therefore encouraging railway use instead of private vehicles and reducing associated air pollutant emissions; and
- Embankments and Cuttings – Investment of circa £133 million to strengthen embankments and cuttings on the South-East route, seeking to limit passenger delays through future proofing historic failed structures and promote reliable alternate transportation. Thus, limiting private vehicle use and associated air pollutant contributions;
- 2025-2030 plans include replacing ageing equipment with new and more reliable technology to support improving train performance and to keep Folkestone and Hythe, as well as broader Kent, at the forefront of the sustainable travel sector.

Conclusions and Priorities

During 2025, the NO₂ annual mean objective was not exceeded at any monitoring location within Folkestone and Hythe. This is a continuing trend that has been observed across the district since 2021. The Council will continue to use the passive monitoring network to monitor air quality within the district and ensure compliance is maintained with the annual and 1-Hour NO₂ objectives into 2026 and onwards.

The maximum predicted PM_{2.5} background concentration in 2025 is well below the current annual mean target of 20.0µg/m³. The concentration in 2025 is predicted to be 7.2µg/m³, which is a decrease from the predicted concentration in 2024 of 7.3µg/m³. Therefore, it is anticipated that if this trend continues the PM_{2.5} background concentration will remain below the target of 10.0µg/m³ at any monitoring station by 31st December 2040. It is recommended as good practice and to further reduce PM_{2.5} pollutant emissions that Folkestone and Hythe District Council considers further actions as well as continuing those implemented already to reduce PM_{2.5} across the district. It is acknowledged that the

Council are working positively towards improving and maintaining good air quality for the population.

Four major developments have been identified as having scope to impact air quality concentrations reported across the district in 2025 and onwards. Further details regarding the developments can be found in [Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC](#).

The following actions are considered to be key priorities in ensuring the air quality conditions within Folkestone and Hythe continue to comply with the relevant objectives:

- Continue to review the current monitoring programme, exploring the need to deploy new monitoring locations in areas where monitoring has not previously been undertaken and where it is believed that there may be elevated concentrations of NO₂ in areas of relevant public exposure;
- Work collaboratively with suppliers to improve social housing stock properties within the District supported through [Social Housing Decarbonisation Fund \(SHDF\)](#) affordable warmth initiative, thus making them more energy efficient whilst educating individuals in development of a cleaner and more environmentally sustainable District through facilitating carbon reducing measures and methods of limiting air pollutant emissions;
- Procured 2-year contract with [Ian Williams](#), a property services company, to deliver roof-mounted solar panels to 250 properties as part of the Council's campaign to further reduce the carbon footprint of council-owned housing stock;
- Established new collaborative partnership with [Chartway and Orbit Homes](#) to deliver 77 new affordable and sustainable homes near Biggins Wood Road in Folkestone;
- Completed housing upgrade works at [Win Pine House](#) which involved installing new pipework throughout the building and fitting a Heat Interface Unit (HIU) in 44 flats with communal spaces meaning heat transfers from the communal boiler to each tenant's flat, allowing them to have full control of their heating through heat meter fitted ensuring fair usage and payment as well as a reduction in carbon emissions and subsequent improvements to air quality;
- Work collaboratively with Kent County Council and neighbouring local authorities to support the '[Switch Together Kent](#)' scheme (formerly Solar Together Kent), installing solar panels on residential properties, small businesses and charities thus generating electricity without emitting pollutants, unlike fossil fuel-based power, and

reducing the broader carbon footprint of the region in line with the declared climate emergency;

- Established the [Green Grants Scheme](#) to assist community groups, charities, town and parish councils, schools and small businesses to increase climate resilience, reduce carbon footprints and enhance green spaces and local wildlife;
- Onboarded a new contractor, Walker Construction, for development at [Romney Marsh Coastal Destination](#) with works including 120 parking spaces (inclusive of EV charge points), solar panels, a green roof system and suitable planting for a Site of Special Scientific Interest (SSSI). Investment seeks to advance public climate objectives and environmental stewardship, encompassing air quality improvements through enhanced building standards and specifications with less reliance on fuel and travel combustion mechanisms, while expediting the achievement of district-wide carbon neutrality by 2030;
- Actively engage with developers at planning application stages to promote the installation of electric vehicle charging or alternatively, provide suitable infrastructure to allow for future cost-efficient installations;
- Conducted a trial of EV cross-pavement charging points across the District aligned with [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#) in collaboration with Kent County Council and [Connected Kerb](#) to encourage EV uptake and reduction in combustion engine vehicle use across the area;
- Greater progression and completion of proposed and ongoing development aligned with [South-East Railway Upgrade Programme](#), [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), and [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#) to improve rail and road infrastructure that will provide an integrated transport network which facilitates the efficient movement of pedestrian and vehicular traffic, goods, and services across the District;
- Collaboration with Transport for the South East (TfSE) and neighbouring Local Transport Authority Partners to produce the [Strategic Investment Plan \(SIP\)](#) which includes Folkestone and Hythe's "Connections Package" to be delivered by 2050 with measures targeted at local transportation network for buses, trains, cycling and walking provisions;
- Continue to reduce the volume of traffic on the district's roads by encouraging effective active transport methods (e.g. public transport, cycling, and walking) – for example: promote actions aligned with the [Local Transport Plan 5 \(LTP5\)](#).

[Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) and [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#);

- Delivered construction works as part of '[Folkestone – A Brighter Future](#)' scheme to improve roads, drainage networks, streetlights, and green areas. Therefore, encouraging sustainable travel method uptake alongside active transport through enhancing the public realm with safety a key consideration, in turn impacting air pollutant emissions by seeking to reduce volume of private vehicle journeys;
- Committed to creating a new green park in Bouverie Square (known as 'Green Heart of Folkestone') as part of '[Folkestone – A Brighter Future](#)' Project with additional small linear park alongside Foresters Way, and planting of circa 70 trees with semi-mature trees along Guildhall Street and Sandgate Road. Thus, utilising vegetation as a natural air filter to improve air pollution and benefit climate change across the district;
- Continue to improve the existing walking and cycling network through progressing development funded by recent acquisition;
- Published [Our District, Our World: Corporate Plan 2025 – 2030](#) which underpins the [Carbon Action Plan](#) with 'Enhancing Our Local Environment and Supporting Climate Action' as one of its five themes to support a reduction in air pollutant emissions by targeted actions such as ensuring new developments are well designed with energy efficient mechanisms and make maximum use of renewable energy sources;
- Developed [The District Wide Carbon Strategy 2026](#) to support the [Carbon Action Plan](#) and align with the district wide 2030 net-zero carbon emissions aim;
- Implement measures to support the [Carbon Action Plan](#) to further reduce concentrations of NO₂ and PM, although it is noted that the document does not include targeted actions to support a reduction in wood burning of which contributes to PM pollutant emissions, thus the Air Quality Strategy document is key to address this activity and associated actions to reduce emissions from this source.

How to get Involved

Given the main source of NO₂ air pollution across Folkestone and Hythe is from transport sources, the public can support the reduction in air pollutant(s) release and improve air quality within the district by participating in active travel. For PM alongside transport, it is

acknowledged that the predominant source of PM pollution in the district is from non-industrial combustion (i.e. wood burning), of which it is not accounted for in the [Carbon Action Plan](#). Thus, highlighting the importance of targeted actions within the Air Quality Strategy document to support a reduction in PM emissions, in conjunction with the [Carbon Action Plan](#) to address NO₂ and PM emissions.

Folkestone and Hythe District Council have progressed additional public engagement work in 2025 through the below schemes, although the engagement schemes in 2024 are still active:

- The collaborative relationship with Kent County Council and [Connected Kerb](#) to roll out a programme of charging points for EVs across the District and neighbouring local authorities, with 105 successfully implemented in Folkestone and Hythe (increase of two since 2024) and approximately 600 EV charging points scheduled for implementation in total across the region. Thus, seeking to support public uptake of LEVs/ULEVs across the district;
- Supported appointment of supplier Urban Fox over a 20-year contract for collaboration in enhancing the Districts EV charging network with circa 10,000 EV charge points scheduled for implementation delivered through investment from the Local Electric Vehicle Infrastructure (LEVI) fund from the UK Government;
- Collaborated with Kent County Council and local residents to undertake a Spring 2025 trial of cross-pavement EV charging points within the District supported by [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), thus facilitating EV infrastructure access for residents without driveways or private parking to install EV chargers;
- Improved housing conditions through [Social Housing Decarbonisation Fund \(SHDF\)](#) affordable warmth initiative, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in pollutant emissions across the District and empower communities to take action and control their energy and environmental future;
- Procured 2-year contract with [Ian Williams](#), a property services company, to deliver roof-mounted solar panels to 250 properties as part of the Council's campaign to further reduce the carbon footprint of council-owned housing stock;
- Established a collaborative partnership with [Chartway and Orbit Homes](#) to deliver 77 new affordable and sustainable homes near Biggins Wood Road in Folkestone

with local personnel to benefit from homes designed with a sustainability focus, thus minimising a properties environmental impact;

- Completed housing upgrade works at [Win Pine House](#) which involved installing new pipework throughout the building and fitting a Heat Interface Unit (HIU) in 44 flats with communal spaces meaning heat transfers from the communal boiler to each tenant's flat, allowing them to have full control of their heating through heat meter fitted ensuring fair usage and payment as well as a reduction in carbon emissions and subsequent improvements to air quality;
- Launched the [Green Grants Scheme](#) to assist community groups, charities, town and parish councils, schools and small businesses to increase climate resilience, reduce carbon footprints and enhance green spaces and local wildlife with a further £250,000 pledge to support 2026 initiatives;
- Hosted three Folkestone and Hythe Sustainable Futures Forum events (The Eco Champions Programme, Green Grants Info and Support Surgery, and Volunteer and Skills Fair) with business operators sharing resources, waste products and skills to make Folkestone more energy efficient and sustainable alongside speakers from the community benefitting from bespoke TEDx-style coaching on environmental topics;
- Completed and progressed development supported via investment through the [South-East Railway Upgrade Programme](#) to further enhance adoption and utilisation of the public transport network;
- Continued promotion of active transport uptake and sustainable travel through the establishment of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone, delivered by [CycleHoop](#);
- Maintained collaborative relationships with bicycle mechanic '[Dr Bike](#)' through [Cycling UK](#) and hire business [Click2Cycle](#) as well as the bicycle clubs [Folkestone Cycling Club](#) and [Folkestone Velo Club](#) to improve cyclists riding ability, bike safety and overall confidence, thus encouraging greater active transportation uptake through road safety assurance;
- Promotion of active transport uptake through '[World Car Free Day](#)' and '[Cycle to School Week](#)';
- Enhanced existing NCN and LCN routes as well as CWZs such as [NCN2](#) and [NCN17](#), to enable safer access for walkers and cyclists with improved junctions, better route legibility, widening/protecting cycle lanes, resurfacing of unstable areas and improved signage for oncoming vehicles to reduce speeds;

- Enhancement and further endorsement of the cycling initiative '[Bikeability](#)', as well as [Click2Cycle](#) innovative bike sharing service respectively; and
- Continued promotion of [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) and collaboration in producing the [Local Transport Plan 5 \(LTP5\)](#) and [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#) to facilitate and encourage greater active transportation uptake through improving cycling and walking infrastructure within Folkestone and Hythe in parallel with reducing pollutant concentrations across the area.

The following measures are possible alternatives to private travel and actions that everyone can complete that would contribute to improving air quality across the district:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the volume of vehicles and limits congestion;
- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and there is the added health benefits through exercise;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the volume of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools;
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel-efficient cars are available, and all have different levels benefits by reducing the amount of emissions being released; and
- Asking your employer, school or college about the possibility of developing a green travel plan.

Folkestone and Hythe District Council are continuously working with local businesses, charities, developers, tourism bodies, schools, local transport operators and more organisations to develop measures to improve air quality across the district.

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1 Local Air Quality Management

This report provides an overview of air quality across Folkestone and Hythe 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 Folkestone and Hythe District 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.

Folkestone and Hythe District Council currently do not have any declared AQMAs. A local Air Quality Strategy is under development in house at the Council to prevent and reduce polluting activities across the district. The Council intend to publish the final version prior to the 2027 ASR. It is acknowledged that the Council intended to publish the Air Quality Strategy in September 2025 but delays due to unexpected operational pressures, competing service priorities, and the need to align the document with the latest local evidence and internal review processes have impacted this delivery timeline.

Maps of passive monitoring locations within the district are presented in [Appendix D: Maps of Monitoring Locations](#).

2.2 Progress and Impact of Measures to address Air Quality in Folkestone and Hythe

Defra's appraisal (document reference: ASR25-2621) of last year's ASR concluded that:

"The report is well structured, detailed, and provides the information specified in the Guidance."

The following comments were designed to help inform Folkestone and Hythe District Council 2026 ASR:

1. The Council have acquired Public Health Director approval and sign off for the 2025 ASR.
 - a. *The local authority has sought Public Health Director sign off for the ASR 2026. It is acknowledged that the Deputy Director of Public Health, Dr Ellen Schwartz, signed off ASR 2026 in comparison to Prof. Dr. Anjan Ghosh, Director of Public Health, who signed off ASR 2025. This is due to Prof. Dr. Anjan Ghosh being unavailable through the United Kingdom (UK) Red Heat Alert Response required by Kent County Council in June 2026.*
2. The Council have selected and justified the use of the national bias adjustment factor due to the lack of co-location studies available.
 - a. *The use of national bias adjustment factor has been adopted in ASR 2026 due to the issues with local bias adjustment factor and associated co-location studies. Such reasoning has been detailed in Appendix C.*
3. The Council have included a section to respond to the previous year's comments. This should continue in future ASRs.
 - a. *Comments from 2025 ASR have been directly addressed within 2026 ASR.*
4. Maps are robust and clear. This is welcomed and should continue in future years.
 - a. *Appendix D presents the maps of the monitoring locations across Folkestone and Hythe. The local authority have sought to ensure maps are clear and detailed in ASR 2026.*
5. The trends are presented by Diffusion tube ID, whilst this is welcomed, it may be beneficial to present trends by geographical area.

- a. The local authority has sought to discuss and present trends in monitoring by geographical area with Diffusion Tube IDs included to assist with data analysis for ease when reviewing tables and figures.*
6. Overall, the report was thorough and included all the relevant information. The Council is encouraged to maintain this level of detail and keep up their good work.
 - a. The Council has sought to produce a thorough 2026 ASR for submission to Defra and will maintain its detail orientation for the required air quality annual reporting seasons that are to follow.*

Folkestone and Hythe District 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 2.1. Four measures are included within Table 2.1, with the type of measure and the progress Folkestone and Hythe District 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 2.1.

It is noted that the top three air quality measures presented in Table 2.1 are highlighted as the priority measures for the Council to continue delivering into 2026 and onwards.

As Folkestone and Hythe District Council does not have an AQAP and the Air Quality Strategy is not yet publicly available, further detail regarding existing and new measures can be found in [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#), [Local Transport Plan 5 \(LTP5\)](#), [TfSE Strategic Investment Plan \(SIP\)](#), [Places and Policies Local Plan 2020](#), [Core Strategy Review 2022](#), [Carbon Action Plan](#), [Climate and Ecological Emergency Briefing Note 2024](#), [Our District, Our World: Corporate Plan 2025 – 2030](#), [The District Wide Carbon Strategy 2026](#) and [Folkestone and Hythe District Planning Information](#), as well as via the hyperlinks provided for measures referenced throughout the ASR 2026.

Key completed measures during 2025 are:

- Local Walking and Cycling Initiatives
 - Finalised public consultation comments received between March-April 2024 with views on preferred cycling and walking routes, including those used by residents using a wheelchair or mobility aid in the District to support the £25,000 grant received from [Active Travel England Capability Fund](#) to

update the existing [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) for the Folkestone and Hythe District. Updated measures in the document have been submitted for a cost appraisal by Kent County Council prior to releasing an updated LCWIP;

- Delivered construction works as part of '[Folkestone – A Brighter Future](#)' scheme to improve roads, drainage networks, streetlights, and green areas. Phase 1 was completed in May 2025 with Phase 2 and 3 still ongoing from commencement in May 2025 and July/August 2025 respectively. Therefore, encouraging sustainable travel method uptake alongside active transport through enhancing the public realm with safety a key consideration, in turn impacting air pollutant emissions by seeking to reduce volume of private vehicle journeys;
- Collaboration with Transport for the South East (TfSE) and neighbouring Local Transport Authority Partners to produce the [Strategic Investment Plan \(SIP\)](#) which includes Folkestone and Hythe's "Connections Package" to be delivered by 2050 with measures targeted at local transportation network for buses, trains, cycling and walking provisions;
- Throughout 2025 continued to collaborate with Kent County Council and neighbouring local authorities to advocate and adopt the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#);
- In September 2025 the Council promoted and supported the '[World Car Free Day](#)' aiming to highlight numerous benefits of going car-free to citizens, including reduced air pollution and the promotion of walking and cycling in a safer environment;
- Maintained collaborative relationship in 2025 with [Cycling UK](#) to host a '[Dr Bike](#)' clinic in Hythe in 2025 offering free minor repairs, safety checks and maintenance advice with demonstrations in puncture repairs, brake and gear adjustments, and cycle helmet fittings. The event sought to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to educating the next generation to reduce vehicle uptake through the parallel impact between pollutant emission reduction and personal health benefits;
- Throughout 2025 the local authority advocated the newly established [King Charles III England Coast Path - South East](#), with particular focus on the [Folkestone Harbour Arm](#). The 'pathway' involves various integrated walking

and cycling routes that connect to the broader Kent region and wider England, encouraging active transportation uptake;

- 2025 saw commencement of the [CycleHoop](#) trial which involved implementation of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone ([Clifton Crescent Bicycle Parking Facilities](#)) supported by Kent County Council; and
 - During October 2025 the Council supported and facilitated the ‘[Cycle to School Week](#)’ which aimed to promote and celebrate cycling as a healthier and greener mode of transport, encouraging active transportation uptake across all generations with families swapping car pedals for cycle pedals on school visits, as well as engaging in general cycle rides, and discovering new areas to cycle. The scheme sought to also improve participants riding ability and overall confidence, thus encouraging greater active transportation uptake through road safety assurance.
- Carbon and Pollutant Emission Reduction
 - In 2025 hosted three Folkestone and Hythe Sustainable Futures Forum events (The Eco Champions Programme, Green Grants Info and Support Surgery, and Volunteer and Skills Fair) with business operators sharing resources, waste products and skills to make Folkestone more energy efficient and sustainable alongside speakers from the community benefitting from bespoke TEDx-style coaching on environmental topics;
 - Procured 2-year contract with [Ian Williams](#), a property services company, to deliver roof-mounted solar panels to 250 properties as part of the Council’s campaign to further reduce the carbon footprint of council-owned housing stock;
 - Established new collaborative partnership with [Chartway and Orbit Homes](#) to deliver 77 new affordable and sustainable homes near Biggins Wood Road in Folkestone;
 - Completed housing upgrade works at [Win Pine House](#) which involved installing new pipework throughout the building and fitting a Heat Interface Unit (HIU) in 44 flats with communal spaces meaning heat transfers from the communal boiler to each tenant’s flat, allowing them to have full control of their heating through heat meter fitted ensuring fair usage and payment as

well as a reduction in carbon emissions and subsequent improvements to air quality;

- Work collaboratively with Kent County Council and neighbouring local authorities to support the '[Switch Together Kent](#)' scheme (formerly Solar Together Kent), installing solar panels on residential properties, small businesses and charities. Thus, generating electricity without emitting pollutants, unlike fossil fuel-based power, and reducing the broader carbon footprint of the region in alignment with the [Carbon Action Plan](#) and evidencing the Council's commitment to tackling the declared climate emergency;
- Launched [Green Grants Scheme](#) to assist community groups, charities, town and parish councils, schools and small businesses to increase climate resilience, reduce carbon footprints and enhance green spaces and local wildlife;
- Published [Our District, Our World: Corporate Plan 2025 – 2030](#) which underpins the [Carbon Action Plan](#) with 'Enhancing Our Local Environment and Supporting Climate Action' as one of its five themes to support a reduction in air pollutant emissions by targeted actions such as ensuring new developments are well designed with energy efficient mechanisms and make maximum use of renewable energy sources;
- Completed procurement of a new contractor, Walker Construction, for development at [Romney Marsh Coastal Destination](#) with works including 120 parking spaces (inclusive of EV charge points), solar panels, a green roof system and suitable planting for a Site of Special Scientific Interest (SSSI). Investment seeks to advance public climate objectives and environmental stewardship, encompassing air quality improvements through enhanced building standards and specifications with less reliance on fuel and travel combustion mechanisms, while expediting the achievement of district-wide carbon neutrality by 2030;
- Developed [The District Wide Carbon Strategy 2026](#) to support the [Carbon Action Plan](#) and align with the district wide 2030 net-zero carbon emissions aim; and

- Completed works in December 2025 that utilised Wave 1 and Wave 2.1 Grants of the [Social Housing Decarbonisation Fund \(SHDF\)](#) to improve 425 properties by installing energy saving measures and provide home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in carbon and pollutant emissions across the district. The local authority outline that the total number of Council owned properties that have benefitted from the scheme is in fact 463, 38 more than proposed, as per the [Green Investment Continues for Council Homes](#) bulletin.
- Electrical Vehicle (EV) Infrastructure
 - Implementation of [105 EV Rapid Chargers](#) across Folkestone and Hythe in 26 public car parks, with the upgrade of the six existing points and the 23 charging points provided by commercial businesses. There has been an increase of two new chargers since 2024, with the implementation of those in Coast Drive Car Park in October 2025. Works have occurred through collaborative relationships with Kent County Council and [Connected Kerb](#);
 - Throughout 2025 maintained collaborative relationship with Kent County Council to progress programme of installing approximately 10,000 Electric Vehicle (EV) on-street charging points across the District and broader region. EV partner organisation for the works was procured in 2025 and confirmed as Urban Fox, a charge point operator, who will seek to deliver the EV charging locations over a 20-year contract with the first works phase beginning Summer 2026; and
 - During 2025 Folkestone and Hythe District Council alongside Kent County Council conducted a trial of cross-pavement EV charging solutions aligned with the [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), aimed to assist residents without driveways or private parking to purchase and install EV charge points at residential properties. The trial sought to understand concerns regarding cross-pavement charging solutions whilst assisting vehicle owners convert from internal combustion vehicles to EVs, whilst also reviewing policies to determine if and how the safe and effective use of cross-pavement solutions can be integrated into highway authority function. Trial outcomes confirmed that an update from the Institution of Engineering and Technology (IET) about electrical safety is required foremost to determine safe and effective use of cross-pavement

solutions in the highway authority function. The authorities confirm that in 2026, post an IET decision outcome, they will confirm whether to permit the installation of cross pavement EV charging solutions or an alternative on-street charging solution. The grant and trial scheme sought to encourage more residents to use electric vehicles, with communities benefitting from improved air quality whilst lowering carbon footprint. More information is available at [KCC On Street EV Charing Points](#).

- Local Transport Plan 5 (LTP5)
 - Supported launch of [Local Transport Plan 5 \(LTP5\)](#) in December 2024 with adoption of the document from January 2025.
- Fleet Efficiency and Recognition Scheme
 - Arranged replacement of combustion fleet vehicles with Electric Vehicles (EVs), and extended EV trials to other teams beyond Environmental Protection Department.

Folkestone and Hythe District Council expects the following measures to be completed over the course of the next reporting year:

- Complete and adopt the Air Quality Strategy for the district before publication of ASR 2027;
- Publish a 2026 version of the [Climate and Ecological Emergency Briefing Note 2024](#);
- Publication of an 'Overview and Scrutiny Committee Report' in March 2026 that provides a formal update on progress against climate and ecological emergency actions;
- Launch of [The District Wide Carbon Strategy 2026](#) to support the [Carbon Action Plan](#) and align with the district wide 2030 net-zero carbon emissions aim;
- Commencement of a two-year contract with Ian Williams, a property services company, to deliver roof-mounted solar panels to 250 properties as part of the Council's campaign to further reduce the carbon footprint of council-owned housing stock. Thus, promoting the positive benefits of carbon mitigation for air quality emissions, with community-scale initiatives across the District ensuring these improvements endure long-term;
- Completion of development works for 77 new affordable and sustainable homes near Biggins Wood Road in Folkestone by Chartway and Orbit Homes. Therefore, demonstrating how private investment can drive public climate goals and

environmental responsibility, inclusive of air quality with regards to building standards and specification, whilst accelerating progress toward the 2030 aim of district-wide carbon neutrality aligned with [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and proposed [The District Wide Carbon Strategy 2026](#);

- Creation of a new green park in Bouverie Square (known as ‘Green Heart of Folkestone’) as part of ‘[Folkestone – A Brighter Future](#)’ Project with additional small linear park alongside Foresters Way, and planting of circa 70 trees with semi-mature trees along Guildhall Street and Sandgate Road. Thus, utilising vegetation as a natural air filter to improve air pollution and benefit climate change across the district;
- Completion of transport infrastructure upgrade works by Summer 2026 as part of ‘[Folkestone – A Brighter Future](#)’ programme with Phases 2, 3, 4 and 5 to finalise;
- Complete development works funded by [Nuclear Decommissioning Authority](#) through [Nuclear Restoration Services](#) at [Romney Marsh Coastal Destination](#) with opening set for early 2026. Construction is inclusive of but not limited to 120 parking spaces (inclusive of EV charge points), solar panels, a green roof system and suitable planting for a Site of Special Scientific Interest (SSSI);
- Complete 50% (125 homes) of works with [Ian Williams](#), a property services company procured in 2025 with a two-year contract commencing 2026, to deliver roof-mounted solar panels to 250 properties as part of the Council’s campaign to further reduce the carbon footprint of council-owned housing stock;
- Allocate £250,000 budget to assist community groups, charities, town and parish councils, schools and small businesses to increase climate resilience, reduce carbon footprints and enhance green spaces and local wildlife through the [Green Grants Scheme 2026](#);
- Review conclusions of the 1-year trial alongside [CycleHoop](#) to determine expansion, maintenance or removal of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone ([Clifton Crescent Bicycle Parking Facilities](#) and [Folkestone and Hythe Sustainable Transport](#));
- Conclude Phase 1 works with Urban Fox, EV partner organisation, and Kent County Council to implement ~10,000 EV on-street charge points across the district and broader region as part of [Kent County Council On-Street EV Charging](#) programme;

- Review outcome of the Kent County Council cost appraisal of measures included in the [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) following public consultation comments, with an updated document published thereafter;
- Review update from the Institution of Engineering and Technology (IET) with regards to electrical safety requirements to determine if and how the safe and effective use of cross-pavement EV solutions are and how it could be integrated into the highway authority function, following the cross-pavement EV charging trial conducted in Spring 2025 aligned with [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#).

Folkestone and Hythe District Council's priorities for the coming year in addition to ensuring the completion of above measures:

- Continue installation of solar panels funded through the '[Switch Together Kent](#)' scheme (formerly Solar Together Kent), which will improve air quality across the area by generating electricity without emitting pollutants, unlike fossil fuel-based power, and is in alignment with the [Climate and Ecological Emergency Briefing Note 2024](#), [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#);
- To facilitate the '[World Car Free Day](#)' and '[Cycle to School Week](#)' events again throughout 2026, promoting and celebrating cycling as a healthier and greener mode of transport, as well as improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake across all generations through road safety assurance;
- Continued promotion in 2026 of the [Click2Cycle](#) innovative bike sharing service, and cycling initiatives '[Bikeability](#)' and [Folkestone Cycling Club and Folkestone Velo Club](#) to encourage the uptake of cycling across the District. Therefore, seeking to reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations;
- Re-host '[Dr Bike](#)' clinic in Hythe alongside [Cycling UK](#) for free minor repairs, safety checks and maintenance advice with demonstrations in puncture repairs, brake and gear adjustments, and cycle helmet fittings. Seeking to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to educating the next generation to reduce vehicle uptake;
- Progress construction of the ~£2.6 billion '[South-East Railway Upgrade Programme](#)', with redevelopment of rail travel for the county of Kent in response to

the climate emergency declared in July 2019 supported through additional £1.35 billion investment between 2025-2030. Structural amendments to Folkestone and Hythe's railway infrastructure seeks to allow easy interchange with other modes of public and active transport, promoting a greener, cleaner District and broader, South East region whilst highlighting the benefits of well-connected and more frequent public transport services on air quality comparative to private vehicle use to commute. Thus, offering alternative transportation methods for increased volume of people to reduce frequency of single trip private vehicle use and subsequent pollutant emission release;

- Continuation of acquisition and transition from the existing Council owned combustion fleet vehicles to EVs that are cleaner and more efficient, thus reducing pollutant emissions, benefitting the districts air quality and workers/public well-being; and
- Enhancement of the collaborative relationship with [Connected Kerb](#) to deliver more EV charging points across the district aligned with [Kent County Council On-Street EV Charging](#) and the [Climate and Ecological Emergency Briefing Note 2024](#), [Carbon Action Plan](#), [Our District, Our World: Corporate Plan 2025 – 2030](#) and [The District Wide Carbon Strategy 2026](#) where practicable.

Progress on the following measures has been slower than expected due to:

- Funding Application Processes – Implementation of upgrades to existing walking and cycling routes, as well as development of new walkways and cycleways have been slower than anticipated due to the onerous funding application process Folkestone and Hythe District Council had to support Kent County Council with as well as subsequent application review processes the UK Government had to undertake before publicly announcing decisions. Further delays to the scheme have been experienced with regards to implementation of necessary processes for an appropriate supplier being appointed to deliver the works across the district and county;
- Electric Vehicle Infrastructure - The availability of power connection and procurement of charge point operators impede on the volume of EV charge points that can be implemented across the district as well as addressing health and safety concerns with regards to cross-pavement EV charging infrastructure and requirements for an electrical safety review by IET due in 2026 to determine if and

how the safe and effective use of cross-pavement solutions could be integrated into the highway authority function;

- Bicycle Parking – Review of trial periods are required to determine the requirement for expansion, maintenance or removal of bicycle parking facilities for local residents and wider Folkestone;
- Fleet Efficiency and Recognition Scheme – Budget constraints within the Council and an awareness of reduced large size EV availability (i.e. vans) to replace existing combustion fleet vehicles across the Council have slowed the acquisition and transition;
- Construction Programme Delays – Resources such as labour, plant hire, and materials as well as increased costings associated and extreme weather conditions (e.g. frost) have impacted development on housing schemes and public realm upgrade initiatives such as [Chartway and Orbit Homes Development](#), and [Romney Marsh Coastal Destination](#), with programme delays also experienced in major infrastructure projects such as [Folkestone – A Brighter Future](#) as well as landscaping aspects of [Folkestone – A Brighter Future](#);
- Rail Improvements – Development work on the [South-East Railway Upgrade Programme](#) is ongoing with approved additional funding of £1.35 billion between 2025-2030. Delays have been due to acquiring additional budget to complete the works, weather events halting progress with potential unsafe working conditions (e.g. landslides on railway lines), difficulties updating infrastructure for signalling whilst services are operational as well as temporary railway station closures to modernise facilities, both aspects restricting working hours; and
- Air Quality Strategy – Delays due to unexpected operational pressures, competing service priorities, and the need to align the document with the latest local evidence and internal review processes have impacted this delivery timeline previously anticipated for September 2025, now set prior to ASR 2027 publication.

The principal challenges and barriers to implementation of air quality improvement measures that Folkestone and Hythe District Council anticipates facing in 2026 and onwards are:

- Increased budget constraints to deliver major scale infrastructure improvements to railways and roads, dependent on outcomes of the UK Government's Spending Review;

- Air Quality Strategy is proposed for release by ASR 2027, however, works to the document may be delayed due to stakeholder input and/or public consultation period(s), which are beyond the Council's control as well as further impact by collating local evidence and updated internal review processes. As such, it may impede on delivery timescales of the final Air Quality Strategy beyond ASR 2027;
- Reduced large size EV availability (i.e. vans) to replace existing combustion fleet vehicles within the Council;
- Addressing safety concerns with regards to cross-pavement EV charging solutions following the IET review; and
- The availability of power connection will impede on the volume of EV charge points that can be implemented across the district.

Folkestone and Hythe District Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Active Travel England (i.e. Capability Fund - LCWIP Updates);
- Alan Johnson (i.e. Click2Cycle Renewal);
- Bikeability (e.g. Cycle to School Week);
- Chartway (i.e. Biggins Wood Road, Folkestone Housing Construction);
- Click2Cycle (i.e. Active Transport - Bicycle Hire);
- Connected Kerb (i.e. EV Charging Infrastructure);
- Crosskeys (i.e. Click2Cycle Renewal);
- CycleHoop (e.g. Active Transport – Bicycle Storage (Clifton Crescent Bicycle Parking Facilities));
- Cycling UK (i.e. Active Transport - Dr Bike Sessions);
- Folkestone Cycling Club (i.e. Active Transport);
- Folkestone Primary School Parent, Teachers and Friends Association (PTFA) (i.e. Green Grants Scheme);
- Folkestone Velo Club (i.e. Active Transport);
- Ian Williams (i.e. Solar Panel Housing Upgrades);
- iChoosr (i.e. Switch Together Kent);
- Institution of Engineering and Technology (IET) (i.e. Electric Vehicle Chargepoint Grant (for Households with On-Street Parking));
- Kent County Council (e.g. EV Charging Infrastructure, LEVI Fund, Countywide LCWIP);
- Kent Road Safety (i.e. Bikeability);

- Local Neighbouring Authorities (e.g. Local Transport Plan 5);
- Lympne Parish Council (i.e. Green Grants Scheme);
- National Health Service (NHS);
- Network Rail (e.g. South-East Railway Upgrade Programme);
- Orbit Homes (i.e. Biggins Wood Road, Folkestone Housing Construction);
- St Martins Church of England Primary School (i.e. Green Grants Scheme);
- Sustrans (i.e. National Cycle Network);
- Transport for the South East (TfSE) (i.e. Strategic Investment Plan (SIP));
- UK Government (e.g. EV Chargepoint Grant (for Households with On-Street Parking), LEVI, Social Housing Decarbonisation Fund (SHDF));
- Walker Construction (i.e. Romney Marsh Coastal Destination Upgrades); and
- Zap-Map (i.e. EV Charging Infrastructure).

Table 2.1 – 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
1	Kent and Medway Air Quality Partnership - Air quality working group	Policy Guidance and Development Control	Regional Groups Coordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2015	2025	All Kent local authorities and Medway Council.	N/A	Not Funded	<£10k	Implementation	Reduction in a range of pollutants	N/A	The Kent and Medway Air Quality Partnership have developed Air Quality Planning Guidance for partner local authorities, developers and consultants. Ongoing.	Air Quality Working Group (AQWG) involves key players at senior level in public sector and voluntary sectors
2	Supporting / Encouraging Homeworking	Promoting Travel Alternatives	Encourage / Facilitate home-working	2022	2025	Folkestone and Hythe District Council	N/A	Not Funded	<£10k	Implementation	Reduced Vehicle Emissions	N/A	Ongoing	Accommodation reviews have consolidated building use, which has expanded the opportunities across the Council for more agile working.
3	Making reports on Air Quality available to public	Public Information	Via other mechanisms	2022	2025	Folkestone and Hythe District Council	N/A	Not Funded	<£10k	Implementation	N/A	Annual Reports	Ongoing (Available on Local Authority Website)	N/A
4	Environmental Permits	Environmental Permits	Introduction/ increase of environmental funding through permit systems and economic instruments	2022	2025	Folkestone and Hythe District Council	N/A	Partially Funded	<£10k	Implementation	Various pollutants regulated	100% Inspections	Ongoing	Non-compliant processes are encouraged to comply by lower annual subsistence fees and less regulatory input.

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} Monitoring:

There is not currently any monitoring of PM₁₀ or PM_{2.5} within the district of Folkestone and Hythe. As such, no concentration values can be reported or estimated using the method described in Box 7.7 of LAQM.TG22, which provides a way to estimate PM_{2.5} concentrations from PM₁₀ measurements.

PM_{2.5} Background Concentrations:

The current Defra 2025 background maps for Folkestone and Hythe District Council (2021 based)² show that all background concentrations of PM_{2.5} are significantly below the current annual mean target of 20µg/m³. The highest background concentration is predicted to be 7.2µg/m³ within the grid square (1 km x 1 km) with the centroid grid reference 623500, 136500. This grid square encompasses the East of Folkestone, including Folkestone Harbour Railway Station, A260 and A2033 both of which are key arterial routes into and through Folkestone, all transportation methods and routes where the PM secondary fraction (formed of gaseous pollutants) constitutes as the key contributor to PM_{2.5}.

The maximum predicted PM_{2.5} background concentration in 2025 is well below the current annual mean target of 20.0µg/m³. The concentration in 2025 is predicted to be 7.2µg/m³, which is a decrease from the predicted concentration in 2024 of 7.3µg/m³. Therefore, it is anticipated that if this trend continues the PM_{2.5} background concentration will remain below the target of 10.0µg/m³ that is not to be exceeded at any monitoring station by 31st December 2040. It is recommended as good practice and to further reduce PM_{2.5} pollutant

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

² Defra Background Mapping (2021 Based). Available at: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>

emissions that Folkestone and Hythe District Council considers further actions as well as continuing those implemented already to reduce PM_{2.5} across the district. It is acknowledged that the Council are working positively towards improving and maintaining good air quality for the population.

Smoke Control Areas:

Smoke Control Areas (SCAs) are designated zones in which it is an offence to emit smoke from a chimney of a building, from a furnace or from any fixed boiler. It is also an offence to acquire an unauthorised fuel for use within a SCA unless it is used within an exempt appliance (exempted from the controls which generally apply in SCAs). There are currently no SCAs declared within Folkestone and Hythe. However, the Council have outlined if they determine an increase in smoke reports causing a statutory nuisance, they will enforce an SCA with accompanying fines for those who do not comply to the guidelines.

With regards to smoke complaints, a standard letter is sent to the subject providing information regarding the nature of the alleged complaint and requesting their co-operation in this matter. Alongside, a smoke diary is sent to the reporter and in the instance the local authority receives a completed smoke diary, an investigation would be carried out to establish the existence of a statutory smoke nuisance under the Environmental Protection Act 1990. If Folkestone and Hythe District Council establish a statutory nuisance does exist, the local authority will serve a legal abatement notice to abate the nuisance.

Alternatively, the local authority is able to serve a Community Protection Warning (CPW), with a follow up of a Community Protection Notice (CPN) should it meet certain legal thresholds. Furthermore, the council can also prosecute under the Clean Air Act 1993 on trade or industrial business should they produce dark smoke.

During 2025 Folkestone and Hythe District Council received 123 smoke complaints, although this value is not definitive due to logging inaccuracies and duplicates. There were no formal notices served for smoke across Folkestone and Hythe in 2025.

Impact on Human Health:

The Public Health Outcomes Framework (PHOF) data tool³, compiled by Public Health England (PHE) quantifies the mortality burden of PM_{2.5} within England on a county and

³ Public Health England – Public Health Outcomes Framework. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1/qid/1000043/pat/6/ati/501/are/E07000112/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/fip/0>

local authority scale. The 2024 fraction of mortality attributable to PM_{2.5} emissions across Folkestone and Hythe is 4.9%, lower than the Kent regional statistic of 5.3% which is higher than the average for the South-East of England (5.1%).

Measures to Improve PM_{2.5} Concentrations:

Folkestone and Hythe District Council is taking the following measures to address PM_{2.5}:

- Development of an Air Quality Strategy in house, with intention to publish the final version prior to the 2027 ASR. It is acknowledged that the Council intended to publish the Air Quality Strategy in September 2025 but delays due to unexpected operational pressures, competing service priorities, and the need to align the document with the latest local evidence and internal review processes have impacted this delivery timeline;
- Actively encouraging large developers at the planning stage to install EV charging points or the consideration of suitable infrastructure to allow for future cost efficient installations, as demonstrated by [Romney Marsh Coastal Destination](#) upgrades with EV chargers, solar panels, a green roof system, and suitable planting for a Site of Special Scientific Interest (SSSI) being included. Investment seeks to advance public climate objectives and environmental stewardship, encompassing air quality improvements through enhanced building standards and specifications with less reliance on fuel and travel combustion mechanisms, while expediting the achievement of district-wide carbon neutrality by 2030;
- Collaboration with Transport for the South East (TfSE) and neighbouring Local Transport Authority Partners to produce the [Strategic Investment Plan \(SIP\)](#) which includes Folkestone and Hythe's "Connections Package" to be delivered by 2050 with measures targeted at local transportation network for buses, trains, cycling and walking provisions;
- Delivered construction works as part of '[Folkestone – A Brighter Future](#)' scheme to improve roads, drainage networks, streetlights, and green areas. Therefore, encouraging sustainable travel method uptake alongside active transport through enhancing the public realm with safety a key consideration, in turn impacting air pollutant emissions by seeking to reduce volume of private vehicle journeys;
- Continue installation of solar panels funded through the '[Switch Together Kent](#)' scheme (formerly Solar Together Kent) scheme which will improve air quality across the area by generating electricity without emitting pollutants, unlike fossil fuel-based power, and is in alignment with the [Climate and Ecological Emergency](#)

[Briefing Note 2024](#), [Our District, Our World: Corporate Plan 2025 – 2030](#), [The District Wide Carbon Strategy 2026](#) and [Carbon Action Plan](#);

- Progress construction of ~£2.6 billion '[South-East Railway Upgrade Programme](#)', with structural amendments to Folkestone and Hythe's railway infrastructure to allow easy interchange with other modes of public and active transport. Thus, promoting a greener, cleaner District and broader, South East region whilst offering alternative transportation methods for increased volume of people, to reduce frequency of single trip private vehicle use and subsequent pollutant emission release;
- Utilised Wave 1 and Wave 2.1 Grants of the [Social Housing Decarbonisation Fund \(SHDF\)](#) to improve 425 properties by installing energy saving measures and provide home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in carbon and pollutant emissions across the district. The local authority outline that the total number of Council owned properties that have benefitted from the scheme is in fact 463, 38 more than proposed, as per the [Green Investment Continues for Council Homes](#) bulletin. Thus, empowering communities to take action and control their energy and environmental future, reducing energy demands and pollutant concentrations, improving air quality;
- Procured contracts with various suppliers ([Ian Williams](#), [Chartway and Orbit Homes](#) and [Win Pine House](#)) for housing upgrade and construction schemes that have and/or will consider and implement sustainable solutions for fuel and transport (e.g. ASHPs, solar panels, EV chargers). Therefore, limiting PM_{2.5} emissions across the district by discouraging typical combustion sources at properties;
- Implementation of 105 new EV charging points across 26 public car parks in the District from the partnership with Kent County Council and [Connected Kerb](#), an increase of two since 2024;
- Acquisition of new EVs to the Council owned fleet to progress the transition from the existing combustion fleet vehicles to EVs that are cleaner and more efficient, reducing pollutant emissions, benefitting the district air quality and workers/ public well-being;
- Greater implementation of EV charge points across the District with a Spring 2025 trial conducted to deliver cross-pavement solutions aligned with [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), aimed to assist

residents without driveways or private parking to purchase LEVs/ULEVs and install EV charge points at residential properties;

- Supporting the appointment of supplier(s) for the EV infrastructure enhancement across the district, compensated by the LEVI Fund, alongside Kent County Council to encourage uptake of cleaner vehicles comparative to combustion vehicles;
- Published [Our District, Our World: Corporate Plan 2025 – 2030](#) which underpins the [Carbon Action Plan](#) with 'Enhancing Our Local Environment and Supporting Climate Action' as one of its five themes to support a reduction in air pollutant emissions by targeted actions such as ensuring new developments are well designed with energy efficient mechanisms and make maximum use of renewable energy sources;
- Developed [The District Wide Carbon Strategy 2026](#) to support the [Carbon Action Plan](#) and align with the district wide 2030 net-zero carbon emissions aim; and
- Introduction of strategies within the [Carbon Action Plan](#) to assist achievement of net-zero carbon emissions across the area by 2030 with many of the measures addressing local air quality including PM_{2.5}. Although it is acknowledged that the Air Quality Strategy is required to support the [Carbon Action Plan](#) by providing targeted actions towards combatting non-industrial combustion PM emissions from wood burning as the [Carbon Action Plan](#) is currently limited with regards to this topic.

The Council acknowledge that the move to electric vehicles is not the only solution for air quality and associated health concerns due to particulate matter, including PM_{2.5}, being sourced from break and tyre wear. As such, the Council have also implemented alternate initiatives with active travel at the forefront:

- Updating the implemented [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) through £25,000 grant from [Active Travel England Capability Fund](#) to reduce the number of vehicle trips generated by Folkestone and Hythe District and subsequent pollutant emission release, due to its moderate population concentration and related hierarchical position in the South East settlements as well as its associated tourism appeal;
- Maintained collaborative relationship in 2025 with [Cycling UK](#) to host a 'Dr Bike' clinic in Hythe in 2025 offering free minor repairs, safety checks and maintenance advice with demonstrations in puncture repairs, brake and gear adjustments, and cycle helmet fittings. The event sought to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to

educating the next generation to reduce vehicle uptake through the parallel impact between pollutant emission reduction and personal health benefits;

- Conducted 1-year trial of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone with review ongoing to increase capacity for locals ([Clifton Crescent Bicycle Parking Facilities](#) and [Folkestone and Hythe Sustainable Transport](#));
- Continued promotion in 2025 of the [Click2Cycle](#) innovative bike sharing service, and cycling initiatives '[Bikeability](#)' and [Folkestone Cycling Club and Folkestone Velo Club](#) to encourage the uptake of cycling across the District. Therefore, seeking to reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations;
- Facilitating '[Cycle to School Week](#)' which celebrates cycling as a healthier and greener mode of transport, as well as improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake across all generations through road safety assurance;
- Promoting '[World Car Free Day](#)' which encourages an inclusive community and future collaboration between the Council, schools, local businesses, charities and people by working together to identify opportunities to improve air quality by limiting emission source(s) use whilst encouraging mortality longevity and promoting the area as an enabler of active travel;
- Continual implementation of the [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) to reduce the number of vehicle trips generated by Folkestone, Hythe, New Romney and Hawkinge areas and subsequent pollutant emission release, due to the high population concentrations and hierarchical positions in the District's settlements;
- Worked collaboratively with Kent County Council on infrastructure upgrades across the district as part of the scheme '[Folkestone – A Brighter Future](#)', seeking to encourage sustainable travel method uptake alongside active transport through enhancing the public realm with safety a key consideration;
- Established the [Green Grants Scheme](#) to assist community groups, charities, town and parish councils, schools and small businesses to increase climate resilience, reduce carbon footprints, and enhance green spaces and local wildlife through initiatives. Awarded schemes have included implementation of permeable pathway through woodland area by Lympne Parish Council to encourage more local journeys on foot; and

- Continued adoption of the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\)](#).

The Environmental Protection Team of Folkestone and Hythe District Council continues to work collaboratively alongside industrialised organisations in the district with activities permitted by the Council, subject to regular inspections. Inspections are undertaken to establish where combustion and non-combustion processes could lead to anthropogenic emissions of PM_{2.5}, thus worsening air quality. The Council seeks to reduce, if not eliminate, additional anthropogenic PM_{2.5} emissions by ensuring that they inspect and review industrialised activities and implement appropriate mitigation where necessary.

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

This section sets out the monitoring undertaken within 2025 by Folkestone and Hythe District 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

Folkestone and Hythe District Council did not undertake any automatic (continuous) monitoring during 2025.

3.1.2 Non-Automatic Monitoring Sites

Folkestone and Hythe District Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 21 sites during 2025. Table A.1 in Appendix A presents the details of the non-automatic sites. Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

During 2025, the diffusion tube network was somewhat well maintained, with tubes deployed and collected in line with the Defra LAQM calendar dates (± 2 days) during January-March and June-October. Changeovers completed in January-March and June-October 2025 were within ± 2 days of the specified date. In April and May 2025 diffusion tubes were exposed longer than the recommended 4 weeks (5 (April), 3 (May), 4 (November) and 1 (December) days extra respectively). However, no tubes recorded data beyond the 5 weeks period. Therefore, in accordance with Section 3.2.5 in [DEFRA Diffusion Tube for Ambient NO₂ Monitoring Guidance](#) and Section 7.199 in [LAQM.TG22](#) data for April, May, November and December 2025 has been included in analysis as the exposure periods are within the stipulated duration and there are limited analysis concerns regarding data reliability (see Appendix C for details). All sites achieved data capture of 80% or greater with the exception of DTs 1, 13, 19, 20 and 21. As such, DTs 1, 19, 20 and

21 fall within the threshold for annualisation, owing to the fact that the tubes: a) were not returned to SOCOTEC Didcot having been stolen and/or lost in transit reported by the local authority, b) impacted the time weighted average by amended deployment periods, c) were new deployments within the monitoring year, and/or d) data rejection due to tubes being tampered with yielding anomalous results (see Appendix C for more details). Thus, there was insufficient data capture at the locations, 71.3% (DT 1), 44.4% (DT 19), 48.8% (DT 20) and 57.3% (DT 21) respectively. DT 13 did not fall within the threshold for annualisation with a 23.1% data capture (below 25% threshold) due to closure of the station from end of March 2025, thus has been rejected from the average data capture calculation across all sites as the dataset is too limited to be reliable. Post consideration of missing data and intentional excluded data there is an average data capture of approximately 87.7% across all sites.

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.2 and Figure A.1 – Figure A.2 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).

Figure A.1 – Figure A.2 highlight a decreasing trend in NO₂ concentrations reported across Folkestone and Hythe between 2021-2025, albeit in 2022 and 2025 there are increases shown at locations (see Figure A.3 – Figure A.11). In 2022 the increase could be attributable to a return to normalised traffic conditions post COVID-19 lockdown (March 2020) where UK Government advice was given to stay at home where possible, resulting in decreased levels of traffic observed across the UK, and as such, reduced annual mean NO₂ concentrations recorded. In 2025 increased concentrations are attributable to:

- a) Various major infrastructure works occurring across the district, as such increased vehicular traffic is entering and exiting the region with materials and labour to support delivery of such programmes; and
- b) Rise in climate change-induced heatwaves and droughts leading to severe wildfires which subsequently altered terrestrial nitrogen cycles. These natural events exacerbated soil emissions and biomass burning, releasing reactive nitrogen oxides into the atmosphere. The transboundary migration of air pollutants may have subsequently increased localised emissions of NO₂, spiking urban air pollution.

Of the 21 sites that made up the diffusion tube monitoring network in 2025, there were 18 existing stations (DTs 1-18) and three new deployments (DTs 19, 20 and 21). The NO₂ annual mean concentration decreased at five locations across 17 sites, equating to a reduction in pollutant concentration at 29% of sites from 2024. This is a reduction in the number of sites experiencing a decrease in concentrations from 2024, which reported 88% reduction in pollutant concentrations across 18 sites from 2023. It is acknowledged that DT 1 reported no change in annual mean concentration between 2024 and 2025. DT 13 has been omitted from the comparison calculation between 2024 and 2025 monitored annual means as the site achieved limited data capture in 2025 (23.1%), <25% needed for annualisation due to its closure and subsequent relocation at DT 21, thus the dataset is deemed too small to be reliable and has been excluded from this calculation. DTs 19, 20 and 21 have also been omitted from the comparison calculation to 2024 monitored annual means as the sites were introduced in 2025 therefore an evaluation is unable to be ascertained. Hence, the calculation refers to 17 sites.

The maximum decrease in NO₂ concentration between the 2024 and 2025 monitoring years was 1.3µg/m³ at DT 11, a roadside location on Swann Way at the roundabout junction with Spitfire Way (A260) in Hawkinge. The maximum concentration decrease is lower than the difference between 2023 and 2024 monitoring years, which reported decrease of 4.6µg/m³ at DT 4 in Cheriton, North Folkestone, a difference of 3.3µg/m³.

The maximum concentration in 2025 was recorded at DT 4 with 19.0µg/m³, 21.0µg/m³ below the annual mean NO₂ air quality objective (40.0µg/m³). DT 4 is a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum concentration in the 2022, 2023, 2024 and 2025 ASRs, 26.2µg/m³, 25.1µg/m³, 22.8µg/m³ and 18.8µg/m³ respectively.

Within the last five years (2021-2025), the maximum reported annual mean NO₂ concentration remains below 10% of the AQO objective, 36.0µg/m³. Therefore, all passive

monitoring sites are compliant and not expected to exceed or be an area of concern, as such there is sufficient monitoring evidence to not declare an AQMA in the District. The Council are developing an Air Quality Strategy in house, with intention to publish the final version prior to the 2027 ASR. It is acknowledged that the Council intended to publish the Air Quality Strategy in September 2025 but delays due to unexpected operational pressures, competing service priorities, and the need to align the document with the latest local evidence and internal review processes have impacted this delivery timeline.

The average data capture across all monitoring locations during 2025 is higher than reported in 2024, 87.7% compared to 83.8%, a difference of 3.9%. It is noted that the 2024 value calculates data capture across 18 locations whilst the 2025 figure calculates data capture across 20 sites irrespective of 21 official deployed sites in the monitoring period. DT 13 achieved data capture of 23.1% in 2025, <25% required for annualisation, therefore the dataset is deemed too small to be reliable and it has been excluded from this calculation. It is acknowledged that the highest annual mean NO₂ concentration reported in Folkestone and Hythe within the last five years was 26.2 µg/m³ in 2021. Thus, poor data capture has not been critical to determining that the local authority meet the annual mean NO₂ objective of 40.0 µg/m³ given continued reporting below 10% of the annual mean objective (36.0 µg/m³).

For diffusion tubes, the full 2025 dataset of monthly mean values is provided in Appendix B. The monitoring regime followed the Defra diffusion tube calendar dates with the exception of months April, May, November and December (see Appendix C). Thus, there is a degree of certainty surrounding the monitoring results provided as ~66% (a majority) of the annual period was compliant with the calendar dates set.

It is possible to infer the risk of exceedances of the 1-hour mean NO₂ objective at diffusion tube monitoring sites. LAQM.TG22 provides an empirical relationship that states exceedances of the 1-hour objective are unlikely when the annual mean concentration is below 60.0µg/m³. Given that the highest recorded annual mean concentration at any of the diffusion tube monitoring sites is 19.0µg/m³ in 2025 (DT 4), and the highest in the last five years is 26.2µg/m³ in 2021 (DT 4), it is possible to conclude that there have been no exceedances of the hourly mean NO₂ objective at all monitoring locations in the last five years.

3.2.1.1 Lympne

In 2025 DTs 3 and 8 located in Lympne reported a decrease and increase in annual mean NO₂ concentrations respectively (Figure A.3).

DT 3 is located on Knoll Hill/ Aldington Road (B2067) and reported an annual mean NO₂ concentration in 2024 of 12.4µg/m³ and in 2025 11.9µg/m³. This decrease of 0.5µg/m³ could be attributable to the fact that the tube is located in an area of free-flowing air, therefore it is significantly reduced to the effects of localised air pollution given wind can actively disperse, dilute, and remove pollutants without obstacles. Reiterating the impact that localised meteorological conditions can have on air pollution concentrations reported annually. In addition, the tube is positioned upwind of nearby key pollution sources M20, Harringe Airstrip and Port Lympne Reserve of which experiences heavy vehicular traffic due to the nature of the road network and attraction. Thus, these sources may have a limited impact on pollutant concentrations reported in the area. It is acknowledged that access to Port Lympne Reserve is more likely to occur from the North and East directions with the A20 given it connects into Junction 11 for the M20. Therefore, visitors are likely to be idling and queueing for facilities access from these directions, downwind from the tube position. Reiterating that the tubes position upwind of key vehicular hotspot sources alongside its location in an area of free-flowing air enabling pollutant dispersion, supports a reduction in pollutant emissions at DT 3.

DT 8 reported a 2024 annual mean NO₂ concentration of 9.4µg/m³ and in 2025 10.7µg/m³, an increase of 1.3µg/m³. Such increase could be due to being located <50m from a junction with Ashford Road (A20), Stone Street, and Hythe Road (A261) with traffic leading to and coming from Folkestone and Hythe respective areas, of which are popular destinations in the region. As such the route lends itself to potential increased vehicular traffic and subsequent emissions. It is also understood that road works including traffic management measures and the use of HGVs have been occurring in close proximity to this monitoring location during 2025, which further supports that the area is subject to increased vehicular traffic and associated rising emissions as well as knowledge that HGVs emit greater proportion of emissions relative to smaller vehicles such as cars. In addition, there is a bus stop located on the opposite side of Ashford Road (A20) to the tube location, therefore promoting idling whilst bus users are dropped off/ collected, encouraging a rise in concentrations to be reported.

When comparing DT 3 and 8 it is evident that the latter tube location is in a more urban environment, thus the concentration increase reported in this area of Lympne could be

anticipated when comparing the two locations due to the likelihood for more dense traffic activities.

It is also acknowledged that DT 3 reported 2025 data capture of 92.6% and DT 8 reported 90.9%. The reduced data captures (<100%) could also be indicative of the concentration trend detected in 2025 compared to 2024, albeit both tubes reported higher data captures in 2025 than 2024, 89.2% (DT 3) and 80.4% (DT 8) respectively. Thus, there is greater indication that the results obtained in 2025 are more representative of the true air pollutant concentrations at these locations in comparison to 2024 due to result reliability.

In 2025 DTs 3 and 8 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 24.1µg/m³ (DT 3) and 25.3µg/m³ (DT 8) respectively. The locations were also below the annual mean NO₂ AQO of 40µg/m³, by 28.1µg/m³ (DT 3) and 29.3µg/m³ (DT 8) respectively. Thus, the locations are compliant.

3.2.1.2 Folkestone

In 2025 Folkestone DTs 2, 5, and 9 reported increases in annual mean NO₂ concentrations reported from 2024, DT's 7 and 15 reported a decrease in annual mean NO₂ concentrations from 2024, DT 1 outlined no change between the two monitoring years and DT 20 a comparison could not be made to 2024 due to its new deployment status (Figure A.4).

DT 1 reported a 2025 annual mean NO₂ concentration of 17.0µg/m³, identical to 2024. The consistent value could be due to a limited change in the environmental conditions surrounding the tube location. The asset is located on Cheriton Road (A2034) as such reported concentrations are indicative of frequent vehicular traffic movements particularly as the tube is positioned parallel with resident parking bays, opposite the junction with Colindge Road, within ~50m of junction with Cheriton Gardens (A2034) and subsequently two pedestrian crossings, as well as within ~75m of junction with Manor Road. Therefore, vehicle idling is likely to be high within this town centre area, increasing the pollutant concentrations reported. The 2025 data capture at DT 1 was 71.3% compared to 81.2% in 2024, therefore the decreased data capture is indicative of the elusive data in May, July and October 2025 respectively due to lost/ stolen tubes. It is acknowledged that the data capture difference is 9.9% between the two monitoring years, 2024 and 2025, and albeit below 75% threshold in 2025 as such requiring annualisation there remains a degree of reliability and accuracy in results for this location as the margin was 3.7% to require annualisation was minor. The increase in reported NO₂ annual mean concentrations could

be indicative of a stabilised monitoring trend for this location or could be indicative of the reduced data capture in comparison to 2024. The local authority will continue to monitor in this location throughout 2026 and onwards. In 2025 DT 1 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 19.0µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 23.0µg/m³. Thus, the location is compliant.

DT 2 reported an annual mean NO₂ concentration in 2025 of 15.3µg/m³, 2.3µg/m³ higher than in 2024 which reported 13.0µg/m³. The tube is located on Cheriton Place, ~50m westward of Royal Mail Folkestone Delivery Office, ~75m westward of ASDA Supermarket Delivery Depot and ~150m from the supermarket store/ car park, and ~70m eastward of Sainsbury's Supermarket and Car Park. As such the increase at this location could be attributed to increased traffic in the area due to the services these facilities provide and provisions at the sites for vehicle parking promoting idling whilst shoppers and workers are dropped off/ collected by buses, taxis, cars and other automobiles. Moreover, the 'Road of Remembrance' ~200m south-east of the site is closed due to recent environmental disasters, therefore the surrounding highway network has experienced an increase in vehicular traffic due to commuters seeking alternative routes to end destinations, inclusive of Cheriton Place. Furthermore, Cheriton Place is relatively narrow as such a street canyon effect could also have exacerbated effects from increased traffic flows and induced the rise in concentration between 2024 and 2025 with buildings obstructing horizontal wind flow leaving pollutants suspended and concentrated in the area. The 2025 data capture at DT 2 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location. In 2025 DT 2 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 20.7µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 24.7µg/m³. Thus, the location is compliant.

DT 5 reported a 2025 annual mean NO₂ concentration of 16.8µg/m³, compared to 15.3µg/m³ in 2024, a rise of 1.5µg/m³. The increase could be attributed to tube position on Black Bull Road (A529), a core route through central Folkestone which links with A20 and M20, two core routes within the district that are key for movement of personnel and goods. Furthermore, the A529 leads south-west to provide access to neighbouring areas Seabrook, Hythe and New Romney, thus, the route will likely experience increased traffic flows. In addition, there are several facilities surrounding DT 5 of which could induce vehicle idling whilst personnel access/ exit services with goods, alongside being located

~500m eastward from Royal Victoria Hospital that is likely to cause increased NO₂ concentrations in the area primarily due to delivery vehicles in loading docks and ambulance bays, and localised traffic causing subsequent nearby urban congestion. The 2025 data capture at DT 5 was 100% compared to 81.7% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location. In 2025 DT 5 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 19.2µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 23.2µg/m³. Thus, the location is compliant.

DT 7 reported an annual mean NO₂ concentration in 2025 of 11.8µg/m³, 0.6µg/m³ lower than in 2024 which reported 12.4µg/m³. The decrease at this location could be associated with its proximity to Goldwyn School (~150m south-west), Stella Maris Catholic Primary School (~200m south-west), and Folkestone Academy (~250m north-west) of which may induce restricted vehicle access alongside promoting sustainable travel methods such as bus usage given the various stops along Park Farm Road to provide school access. It is acknowledged that various school grounds are extensive, with fields and surrounding trees alongside 'The Woods of Doormond' being <80m from the site thus, vegetation acts as natural physical barrier and filters pollutant concentrations, supporting a reduction in the public realm. It is acknowledged that DT 7 is directly opposite two bus stops as such, unlike DT 6, the locality supports pollutant contribution from idling vehicles whilst personnel enter and exit the transport combined with the likelihood that the transport method operates on diesel fuel, which produces increased NO₂ emissions from combustion. However, there is a declining trend noted at this tube location between 2021-2025 thus the proximity to bus stops does not appear to contribute significantly to the annual mean NO₂ concentration reported. The 2025 data capture at DT 7 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decrease in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location. In 2025 DT 7 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 24.2µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 28.2µg/m³. Thus, the location is compliant.

DT 9 reported a 2025 annual mean NO₂ concentration of 17.7µg/m³, compared to 17.2µg/m³ in 2024, a rise of 0.5µg/m³. The increase in concentrations could be attributed to being positioned along Cherry Garden Avenue (A2034), a dual carriageway route ~200 m south of a major roundabout junction connecting A2034, A259, A20 and M20, with

[Department for Transport \(DfT\) Count Point Traffic Statistics](#) reporting an annual average daily flow of all motor vehicles along A2034 at 15,018 in 2025, an increase from 2024 at 14,961. In addition, the site is located opposite IMO Car Wash Facilities where idling vehicles would be common, thus increasing emissions within the local area through incomplete combustion as engines do not operate at optimal temperatures, leading to inefficient fuel burn and enhanced pollutant release. Moreover, the site is located <400m from Farm Park Retail Park, a large out-of-town retail park, which encourages a heavy reliance on private vehicles thus consumer and employee transportation contributes to shopping-related NO₂ emissions release. The Euro-Channel Tunnel railway lines is ~470 north of the site, supporting increased emissions being reported in the local area due to the likelihood that the transport method operates on diesel fuel, which produces increased NO₂ emissions from combustion, as well as service occurrence (~4 services an hour) contributing to frequency of emission release. The 2025 data capture at DT 9 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location although data from 2021-2024 demonstrates a declining trend thus it is likely the 2025 annual NO₂ mean is characteristic of the conditions experienced in 2025 only. In 2025 DT 9 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 18.3µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 22.3µg/m³. Thus, the location is compliant.

DT 15 reported an annual mean NO₂ concentration in 2025 of 17.0µg/m³, 0.4µg/m³ lower than in 2024 which reported 17.4µg/m³. The 2025 data capture at DT 15 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decrease in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location previously not captured accurately due to reduced data capture. The minor decrease in concentrations could also be attributed to the tube positioning on Sandgate Road / Sandgate Hill (A259) which operates in a coastal, residential area of Folkestone. Given the route feeds into Radnor Cliff Crescent and Lower Sandgate Road which extend west to join Sandgate High Street and eastward into Folkestone Town Centre, the route lends itself to potential increased vehicular traffic and subsequent emissions, particularly during the spring/summer periods with 'coastal tourism'. Therefore, there is marginal change between the two monitoring periods as the route remains popular by commuters. The location may also be susceptible to annual NO₂ concentrations through contribution from idling vehicles as it is located within a residential area near to driveways and is opposite Sandgate Road

Surgery which may incur frequent visitors throughout operational hours. In 2025 DT 15 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 19.0µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 23.0µg/m³. Thus, the location is compliant.

DT 20 was introduced to the network in 2025 and reported an annual mean NO₂ concentration of 17.8µg/m³. This site was included due to a recent land slip at 'Road of Remembrance' which resulted in this road being closed thus, traffic was diverted through Tram Road. The local authority wanted to assess the impacts such diversion might have on local air quality in this area, hence the newly established monitoring location in 2025. The tube is located on Tram Road (A260), at the junction with Martello Road and ~100m north from a pedestrian crossing. As such this location could be subject to high volume of vehicle idling within this town centre area, with potential for increased pollutant concentrations reported. In addition, the A260 feeds into the A20 which connects with Junction 13 for the M20, with enhanced vehicular traffic experienced on this route due to the nature of this highway network. Although, increased NO₂ concentrations are not yet known given the asset has been in situ for less than one year and the 'Road of Remembrance' has been closed recently for works. Data capture at DT 20 was 48.8% in 2025, <50% of the annual period despite being deployed in Q2 2025. Thus, NO₂ annual mean concentration reported at DT 20 is not indicative of a full monitoring period to ascertain a representative outcome and interpretations of reasoning for pollutant record. The local authority will continue to monitor concentrations in this area throughout 2026 and onwards to accumulate a database. DT 20 was below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 18.2µg/m³ in 2025 and below the annual mean NO₂ AQO of 40µg/m³ by 22.2µg/m³ in 2025. Thus, the location is compliant.

3.2.1.3 Hawkinge

In 2025 DT 11 located in Hawkinge reported an annual mean NO₂ concentration of 13.2µg/m³ compared to 14.5µg/m³ in 2024 (Figure A.5). The concentration decrease of 1.3µg/m³ at this location is potentially due to the tube location ~150m from Kid Ease educational facility and The Churchill School. The academic institutions may implement restricted vehicle access and encourage active travel habits during operational hours, particularly drop off and pick up times. In addition, it is acknowledged that The Churchill School grounds are extensive, with playgrounds, fields, and surrounding trees acting as natural physical barriers and filters to pollutant concentrations, supporting a reduction in the public realm. This is likely experienced north and south of the tube location with dense

vegetation approximately 20m away, identifying vegetation as a natural air filter to improve air pollution in the area with nearby trees absorbing gaseous pollutants through leaves, similar to the conditions experienced at DT 7.

The 2025 data capture at DT 11 was 92.3% compared to 57.8% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decline in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location.

In 2025 DT 11 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 22.8µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 26.8µg/m³. Thus, the location is compliant.

3.2.1.4 Pennypot

DT 6 reported an annual mean NO₂ concentration of 9.7µg/m³ in 2025, 2.3µg/m³ higher than in 2024 (7.4µg/m³) (Figure A.6). The increase in concentration reported here could be attributed to its geographical positioning within close proximity (<20m) to Dymchurch Road (A259), an adjoining junction (~50m) with Martello Drive, and ~20m westward from a bus stop. The A259 highway route is a core network for personnel and goods movement along the south coast through the Folkestone and Hythe District. As such, it is likely to experience increased vehicular traffic with idling vehicles frequent at the junction with Martello Drive to access / exit residential properties. Furthermore, the nearby bus stop is likely to support pollutant increase at this location with idling vehicles prevalent whilst personnel enter and exit the transport combined with the likelihood that the transport method operates on diesel fuel, which produces increased NO₂ emissions from combustion.

The location reported 100% data capture in 2025 compared to 89.2% in 2024, therefore the results can be deemed as reliable and accurate in comparison to alternate locations across the district with potential for a new trend to be identified in the concentration patterns reported here.

In 2025 DT 6 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 26.3µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 30.3µg/m³. Thus, the location is compliant.

3.2.1.5 Romney

In 2025 DTs 10, 17 and 18 located in Romney all reported increases in annual mean NO₂ concentrations respectively (Figure A.7).

DT 10 is located on Lydd Road (A259) and reported annual mean NO₂ concentration of 11.8µg/m³ in 2024 and 12.1µg/m³ in 2025, an increase of 0.3µg/m³ between the two monitoring periods. This increase could be attested to locality of the tube along the A259 which connects New Romney and Old Romney as well as feeding into A2070 leading towards Ashford, a major hub within the south-east for transportation networks and logistics. Thus, the route is likely to experience increased vehicular movements between these areas. In addition, it is noted that aspects of the A259 are up to 60mph as such when vehicles travel at higher speeds engines burn more fuel and operate at higher loads, exponentially increasing the production of primary NO₂ exhaust emissions, supporting the increased concentration reported in 2025. It is also acknowledged that the land surrounding the tube location is more rural as such the increased concentration reported in 2025 could be indicative of farming activities occurring, with application of synthetic fertilisers and livestock manure contributing to the value noted (12.1µg/m³). In 2025 DT 10 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 23.9µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 27.9µg/m³. Thus, the location is compliant. The 2025 data capture at DT 10 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location, albeit a marginal change (0.3µg/m³).

DT 17 is located on St Andrews Road, to the south of Romney Warren Golf Club and Car Park and to the west of Littlestone Golf Club and Car Park by approximately 30m and 130m respectively. The tube reported an increase in annual mean NO₂ concentration in 2025 from 2024, 9.8µg/m³ from 9.0µg/m³ respectively, a change of 0.8µg/m³. The increase in reported annual mean NO₂ concentration at this particular location could be due to its geolocality within approximately 350m of the Coast Road and seafront, thus contributions from boat emissions may influence the site alongside increased vehicular traffic as they access the coastal area. In addition, the tube is located within close proximity of recreational facilities (golf clubs) with car parks attached, as such there is likely to be increased traffic in the area due to the services this facility provides and provisions at the site for vehicle parking promoting idling whilst personnel are accessing/ exiting the site or being dropped off/ collected. In addition, the prevailing wind direction is south-westerly in

this region, as such the tube is downwind from local emission sources in the area such as New Romney Train Station and New Romney Wastewater Treatment Plant. These premises encourage increased annual mean NO₂ concentrations in the local area due to diesel exhaust emissions from trains and associated idling on platforms, as well as frequent vehicular movement from the wastewater facility to remove sludge, chemical deliveries, and overall waste throughout a daily profile of standard operating hours (e.g. 09:00-17:00). Furthermore, concentrations can also be attributed to boat emissions due to its coastal location as well as being susceptible to annual NO₂ concentrations through contribution of transboundary pollution migration from broader destinations, as Folkestone and Hythe District is coastal. In 2025 DT 17 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 26.2µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 30.2µg/m³. Thus, the location is compliant. The 2025 data capture at DT 17 was 82.1% compared to 89.2% in 2024, with the reduced data capture indicative of the stolen/ lost tubes in March and October 2025 respectively with no data yielded. It is acknowledged that the data capture difference is 7.1% between the two monitoring years, 2024 and 2025, above the 75% threshold for annualisation as such there remains a degree of reliability and accuracy in 2025 results for this location. The increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location, albeit a marginal change (0.8µg/m³), or could be indicative of the reduced data capture in comparison to 2024. The local authority will continue to monitor in this location throughout 2026 and onwards.

DT 18 is located on Littlestone Road (B2071) within close proximity to New Romney Train Station by approximately 250m. In 2024 the tube reported an annual mean concentration of 11.5µg/m³ whereas in 2025 it reported a value of 11.9µg/m³, an increase of 0.4µg/m³. Alike DT 17 the proximity of the tube to New Romney Train Station is indicative of increased annual mean NO₂ concentrations through contributions from increased vehicular traffic along the B2071 to access the train station, idling vehicles within the premises, coupled with emissions from diesel powered trains and idling at platforms. In addition, GJB Autos, a vehicle garage and repair premises is approximately 220m from the tube location. This location is indicative of increased NO₂ contributions for the local area primarily due to poor ventilation, combined with vehicle engines idling and accelerating in enclosed spaces up ramps etc for inspection, testing and repairs. It is also noted that the tube is located between two resident driveways, as such there is likely to be frequent vehicle activity on a weekday and weekend with entry and exit of the premises, including vehicle idling to access the B2071 pending traffic flow. In 2025 DT 18 remained below the 10% threshold

of the annual mean NO₂ AQO (36µg/m³) by 24.1µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 28.1µg/m³. Thus, the location is compliant. The 2025 data capture at DT 18 was 100% compared to 80.4% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location, albeit a marginal change (0.4µg/m³).

3.2.1.6 Seabrook

In 2025 DTs 12, 14 and 16 located in Seabrook reported increases (DTs 12 and 16) and a decrease (DT 14) in annual mean NO₂ concentrations respectively (Figure A.8).

DT 12 is located on Horn Street south of the junction with Valestone Close by approximately <10m. The tube reported annual mean NO₂ concentration of 12.4µg/m³ in 2024 and 12.8µg/m³ in 2025, an increase of 0.4µg/m³ between the two monitoring periods. This increase could be attested to the proximity with Valestone Close junction where idling vehicles are likely to be for entering/ exiting that road, thus engines burn fuel inefficiently and produce high levels of exhaust emissions contributing to increased NO₂ concentrations. Furthermore, Horn Street is relatively narrow as such a street canyon effect could also have induced the rise in concentration between the two periods with buildings obstructing horizontal wind flow leaving pollutants suspended and concentrated in the area. In 2025 DT 12 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 23.2µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 27.2µg/m³. Thus, the location is compliant. The 2025 data capture at DT 12 was 100% compared to 72.8% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location, albeit a marginal change (0.4µg/m³).

DT 14 is located on Princes Parade, to the south-west of Seapoint Canoe Centre and Car Park by approximately 50m. The tube reported a decrease in annual mean NO₂ concentration in 2025 from 2024, 11.9µg/m³ from 12.6µg/m³, a change of 0.7µg/m³. The decrease in reported annual mean NO₂ concentration at this particular location could be due to its positioning along the [King Charles III England Coast Path - South East](#) and nearby Seabrook Nature Reserve Path of which encourage active transportation, thus reducing vehicles usage in the area. It is acknowledged that the full national trail was inaugurated on 19th March 2026, as such the extent to which 2025 concentrations have been influenced is limited. Furthermore, approximately 250m eastward there is an EV

charging station, supporting the use of cleaner vehicle uptake than combustion fuel in the area. In addition, the prevailing wind direction is south-westerly in this region, as such the tube is upwind from local emission sources in the area. Concentrations can also be attributed to boat emissions due to its coastal location as well as being susceptible to annual NO₂ concentrations through contribution of transboundary pollution migration from broader destinations, as Folkestone and Hythe District is coastal. In 2025 DT 14 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 24.1µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 28.1µg/m³. Thus, the location is compliant. The 2025 data capture at DT 14 was 92.3% compared to 72.8% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decrease in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location, albeit a marginal change (0.7µg/m³).

DT 16 is located on Seabrook Road (A259) within close proximity to Seabrook Church of England (C of E) Primary School and the junction with Hospital Hill (B2063) by approximately 25m. In 2024 the tube reported an annual mean concentration of 12.1µg/m³ whereas in 2025 it reported a value of 13.0µg/m³, an increase of 0.9µg/m³. Alike DT 12 the proximity of the tube to a junction is indicative of increased annual mean NO₂ concentrations through contributions from idling vehicles, coupled with a bus stop identified opposite the school premises, further attributing a concentration increase to idling vehicles particularly as vast majority of buses still operate on diesel fuel, which produces increased NO₂ emissions from combustion. Despite the environment lending itself to idling vehicles as a potential source for the increased NO₂ concentrations reported in 2025, it is recognised there are double yellow lines and 'School Keep Clear' cordoned area on the highway parallel to the school's front entrance, as such seeking to limit this activity and associated contribution. In 2025 DT 16 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 23µg/m³ and below the annual mean NO₂ AQO of 40µg/m³ by 27µg/m³. Thus, the location is compliant. The 2025 data capture at DT 16 was 90.4% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location, albeit a marginal change (0.9µg/m³).

3.2.1.7 **Stanford**

In 2025 DT 4 reported an annual mean NO₂ concentration of 19µg/m³ compared to 2024 of 18.8µg/m³ (Figure A.9). This marginal increase of 0.2µg/m³ could be attributed to tube

position downwind by approximately 200m from Innov8 Construction Training Centre and Martin Civil Engineering Facility. Activities at these two locations lend themselves to cause localised spikes in NO₂ primarily through diesel-powered machinery, generators, and heavy goods vehicle (HGV) traffic. This Non-Road Mobile Machinery (NRMM) could account for local emissions reported at DT 4 particularly the increase reported in 2025.

DT 13 reported an annual mean NO₂ concentration of 17µg/m³, an increase of 9µg/m³ compared to 2024 (8µg/m³) (Figure A.9). However, it is acknowledged that DT 13 was removed from the monitoring network after March 2025 and relocated elsewhere in the district as DT 21. Therefore, the concentration reported is not reflective of the annual site conditions likely to have been experienced during 2025 monitoring year, particularly as the dataset was unable to be annualised due to limited data capture. Hence, the value is omitted from further analytical discussion.

The 2025 data capture at DT 4 and 13 were 92.0% and 23.1% respectively compared to 89.2% and 89.2% in 2024. Therefore, the increased data capture at DT 4 is indicative of improved result accuracy for this location. As such, the increase in reported NO₂ annual mean concentrations could be indicative of a new monitoring trend for this location, although it is acknowledged that the annual mean NO₂ increase between 2024 and 2025 at DT 4 reported is marginal (0.2%). The reduced data capture at DT 13 is due to site closure and relocation to a new asset position. Therefore, the 2025 annual mean NO₂ concentration provided is not representative of monitoring location and the inability to annualise the dataset due to it being too limited encourages its rejection as there are data reliability and accuracy concerns.

In 2025 both DT 4 and 13 remained below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 17µg/m³ and 19µg/m³ respectively, and below the annual mean NO₂ AQO of 40µg/m³ by 21µg/m³ and 23µg/m³ respectively. Thus, the locations are compliant albeit DT 13 is disregarded due to aforementioned reasoning.

3.2.1.8 Sellindge

In 2025 DT 21 was a new tube deployment, replacing DT 13 from April onwards, and reported an annual mean NO₂ concentration of 12.5µg/m³ (Figure A.10).

The tube is located opposite a bus stop on Ashford Road (A20), directly behind a lay-by for loading vehicles between designated time periods and ~25m north of a small Premier supermarket with an Amazon Counter parcel facility for the local area and a car park. As such there is likely to be increased traffic in the area due to the services this facility

provides and provisions at the site for vehicle parking promoting idling whilst shoppers are dropped off/ collected by buses, taxis, cars and other automobiles. The A20 leads between Junction 10A and 11 for the M20, thus is likely to experience increased vehicular traffic from personnel accessing these junctions combined with vehicular movements of labour and materials from residential developments planned in the area and the Otterpool Park Development project which is active and located within close proximity.

The local authority will continue to monitor concentrations in this area throughout 2026 and onwards to accumulate a database, particularly as the tube was deployed in Q2 2025 meaning data capture was reduced (57.3%) and results obtained do not provide a full monitoring profile.

DT 21 was below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 23.5µg/m³ in 2025 and below the annual mean NO₂ AQO of 40µg/m³ by 27.5µg/m³ in 2025. Thus, the location is compliant.

3.2.1.9 Hythe

DT 19 was introduced to the network in 2025 and reported an annual mean NO₂ concentration of 13.2µg/m³ (Figure A.11).

This site was included due to a request raised by a member of the public who expressed concerns regarding air quality in the immediate area and was supported by an environmental portfolio holder councillor.

The tube is located ~15m from the traffic light junction between Green Lane, Scanlons Bridge Road/ London Road (A261), and Military Road (A259) with Hythe Railway Station <100m south of the tube. As such this location could be subject to high volume of vehicle idling within this town centre area, with potential for increased pollutant concentrations reported. Although, this is not yet known given the asset has been in situ for less than one year.

Data capture at DT 19 was 44.4% in 2025, <50% of the annual period despite being deployed in Q2 2025. Thus, NO₂ annual mean concentration reported at DT 19 is not indicative of a full monitoring period to ascertain a representative outcome and interpretations of reasoning for pollutant record. The local authority will continue to monitor concentrations in this area throughout 2026 and onwards to accumulate a database.

DT 19 was below the 10% threshold of the annual mean NO₂ AQO (36µg/m³) by 22.8µg/m³ in 2025 and below the annual mean NO₂ AQO of 40µg/m³ by 26.8µg/m³ in 2025. Thus, the location is compliant.

3.2.2 Particulate Matter (PM₁₀)

Particulate Matter (PM₁₀) was not monitored by Folkestone and Hythe District Council in 2025.

3.2.3 Particulate Matter (PM_{2.5})

In 2025, Particulate Matter (PM_{2.5}) was not monitored by Folkestone and Hythe District Council.

3.2.4 Sulphur Dioxide (SO₂)

Sulphur Dioxide (SO₂) was not monitored by Folkestone and Hythe District Council in 2025.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Cheriton Road	Roadside	622584	135820	NO ₂	No	1.0	1.2	No	3.0
DT2	Cheriton Place	Roadside	622400	136100	NO ₂	No	5.0	1.8	No	2.6
DT3	Wear Bay Road	Roadside	609964	135279	NO ₂	No	11.5	3.0	No	3.5
DT4	Black Bull Road	Roadside	612900	138200	NO ₂	No	1.0	5.0	No	3.0
DT5	Martello Cottages	Roadside	622734	136769	NO ₂	No	7.0	10.0	No	2.5
DT6	Cold Harbour	Roadside	614552	134012	NO ₂	No	178.4	3.4	No	2.0
DT7	Oak	Roadside	622396	136976	NO ₂	No	6.0	3.5	No	2.6
DT8	Stanford North	Urban Background	612964	136190	NO ₂	No	N/A	N/A	No	2.0
DT9	Cherry Garden Avenue	Roadside	621248	137352	NO ₂	No	7.5	8.0	No	2.5

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)
DT10	Martins Cottages	Roadside	604116	124888	NO ₂	No	1.2	1.0	No	2.5
DT11	Hawkinge	Roadside	621436	139593	NO ₂	No	1.2	1.0	No	3.0
DT12	Horn Street	Kerbside	618860	135899	NO ₂	No	1.0	1.0	No	2.0
DT13	Kennett Lane	Rural	612481	137978	NO ₂	No	91.0	0.0	No	2.0
DT14	Princes Parade	Roadside	618727	134797	NO ₂	No	39.0	1.0	No	2.0
DT15	Dixiwell	Roadside	621361	135511	NO ₂	No	15.0	0.0	No	2.0
DT16	Seabrook Road	Roadside	618680	134977	NO ₂	No	8.0	0.0	No	2.0
DT17	St Andrews Road	Roadside	608206	124832	NO ₂	No	21.5	0.0	No	2.0
DT18	Littlestone Road	Roadside	607675	124699	NO ₂	No	16.3	0.0	No	2.0
DT19	Hythe	Roadside	615342	134808	NO ₂	No	21.0	0.0	No	2.5
DT20	Tram Road	Roadside	623398	136523	NO ₂	No	1.0	0.0	No	2.5
DT21	Sellindge Main Road	Kerbside	610429	138078	NO ₂	No	21.0	0.0	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.2 – Annual Mean NO₂ Monitoring Results: Non-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
DT1	622584	135820	Roadside	71.3	71.3	21.6	20.0	18.9	17.0	17.0
DT2	622400	136100	Roadside	100.0	100.0	16.7	16.7	15.4	13.0	15.3
DT3	609964	135279	Roadside	92.6	92.6	13.2	15.0	13.2	12.4	11.9
DT4	612900	138200	Roadside	92.0	92.0	26.2	25.1	22.8	18.8	19.0
DT5	622734	136769	Roadside	100.0	100.0	20.9	21.0	19.8	15.3	16.8
DT6	614552	134012	Roadside	100.0	100.0	9.9	10.8	9.4	7.4	9.7
DT7	622396	136976	Roadside	100.0	100.0	16.0	15.9	14.6	12.4	11.8
DT8	612964	136190	Urban Background	90.9	90.9	12.6	13.0	11.1	9.4	10.7
DT9	621248	137352	Roadside	100.0	100.0	23.2	22.2	21.8	17.2	17.7
DT10	604116	124888	Roadside	100.0	100.0	14.0	14.4	11.8	11.8	12.1
DT11	621436	139593	Roadside	92.3	92.3	16.8	16.0	15.3	14.5	13.2
DT12	618860	135899	Kerbside	100.0	100.0	14.7	14.8	14.2	12.4	12.8
DT13	612481	137978	Rural	23.1	23.1	10.8	11.0	9.3	8.0	17.0 ⁽⁴⁾
DT14	618727	134797	Roadside	92.3	92.3	13.2	14.0	15.1	12.6	11.9
DT15	621361	135511	Roadside	100.0	100.0	20.2	20.3	19.5	17.4	17.0

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
DT16	618680	134977	Roadside	90.4	90.4	18.0	15.8	14.7	12.1	13.0
DT17	608206	124832	Roadside	82.1	82.1	9.6	9.8	8.9	9.0	9.8
DT18	607675	124699	Roadside	100.0	100.0	15.3	12.6	14.1	11.5	11.9
DT19	615342	134808	Roadside	44.4	44.4	N/A ⁽³⁾	N/A ⁽³⁾	N/A ⁽³⁾	N/A ⁽³⁾	13.2
DT20	623398	136523	Roadside	48.8	48.8	N/A ⁽³⁾	N/A ⁽³⁾	N/A ⁽³⁾	N/A ⁽³⁾	17.8
DT21	610429	138078	Kerbside	57.3	57.3	N/A ⁽³⁾	N/A ⁽³⁾	N/A ⁽³⁾	N/A ⁽³⁾	12.5

☒ **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%).

- (3) Where N/A is referenced the tube location was not deployed in that annual period.
- (4) DT 13 reported data capture <25% as such was unable to be annualised. Thus, the annual mean value reported is for completion only and should be referred to with caution as the dataset is deemed too small to be reliable.

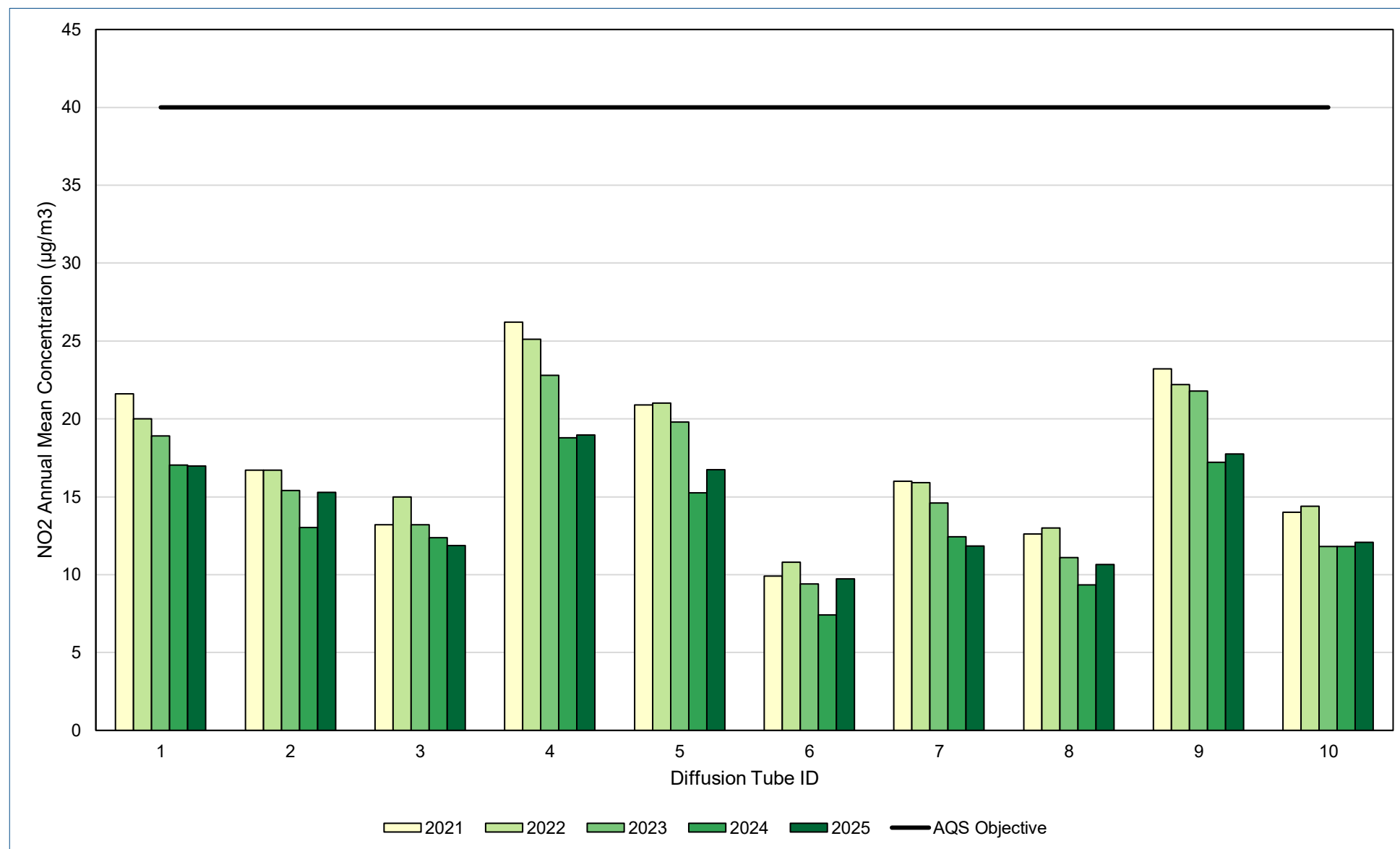
Figure A.1 – Trends in Annual Mean NO₂ Concentrations – Diffusion Tubes 1-10

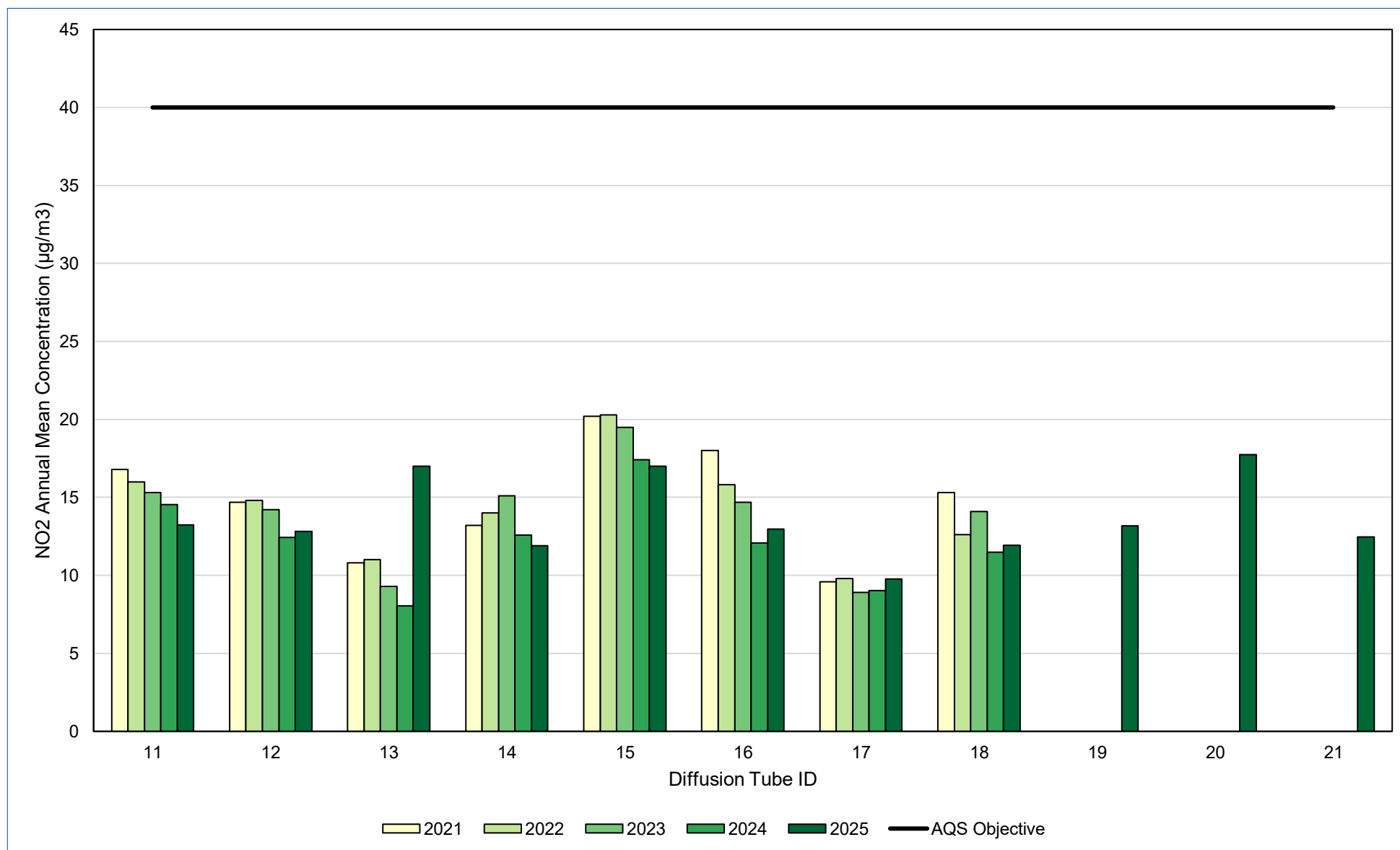
Figure A.2 – Trends in Annual Mean NO₂ Concentrations – Diffusion Tubes 11- 21

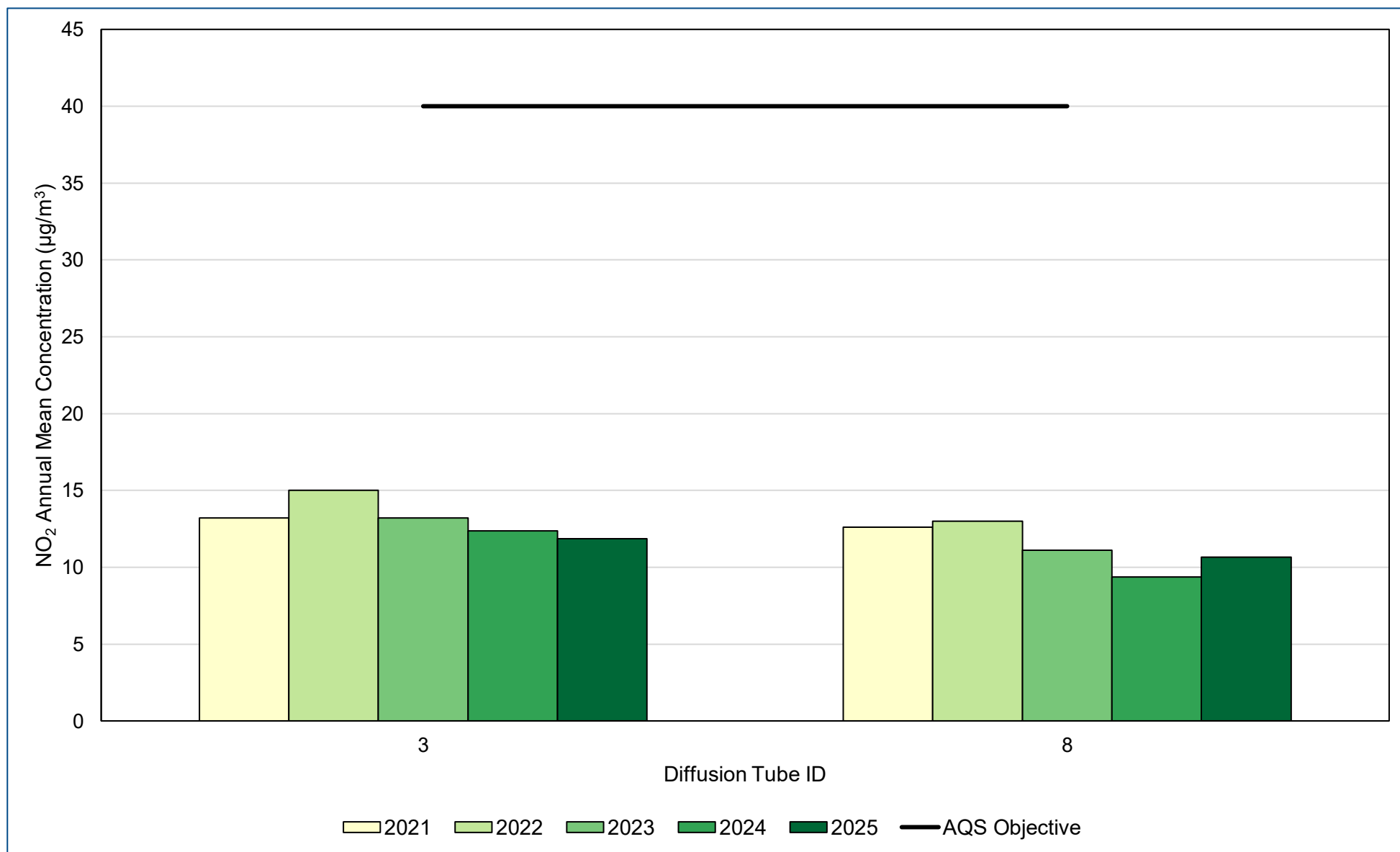
Figure A.3 – Trends in Annual Mean NO₂ Concentrations – Lypne (Diffusion Tubes 3 and 8)

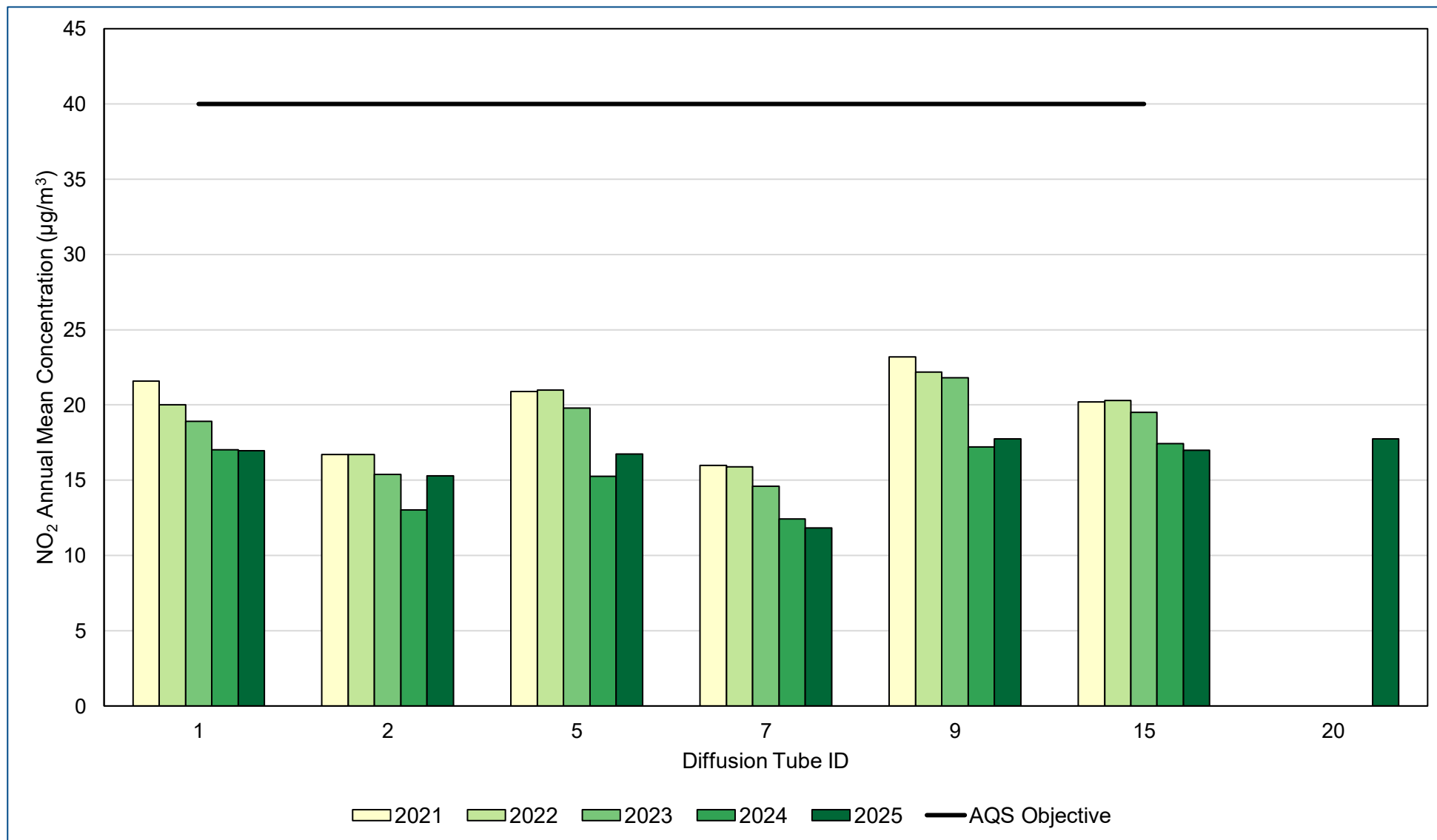
Figure A.4 – Trends in Annual Mean NO₂ Concentrations – Folkestone (Diffusion Tubes 1, 2, 5, 7, 9, 15 and 20)

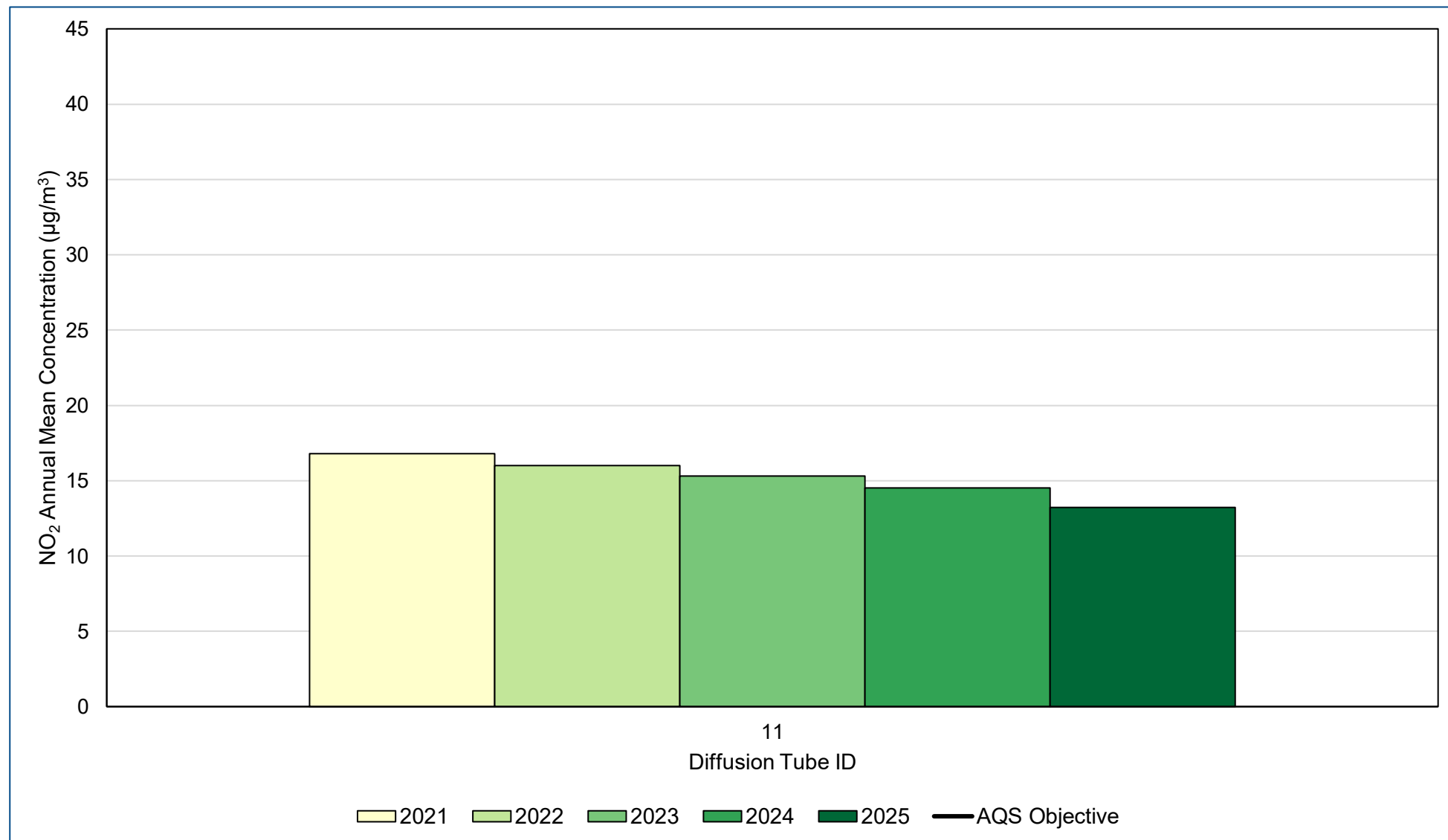
Figure A.5 – Trends in Annual Mean NO₂ Concentrations – Hawkinge (Diffusion Tube 11)

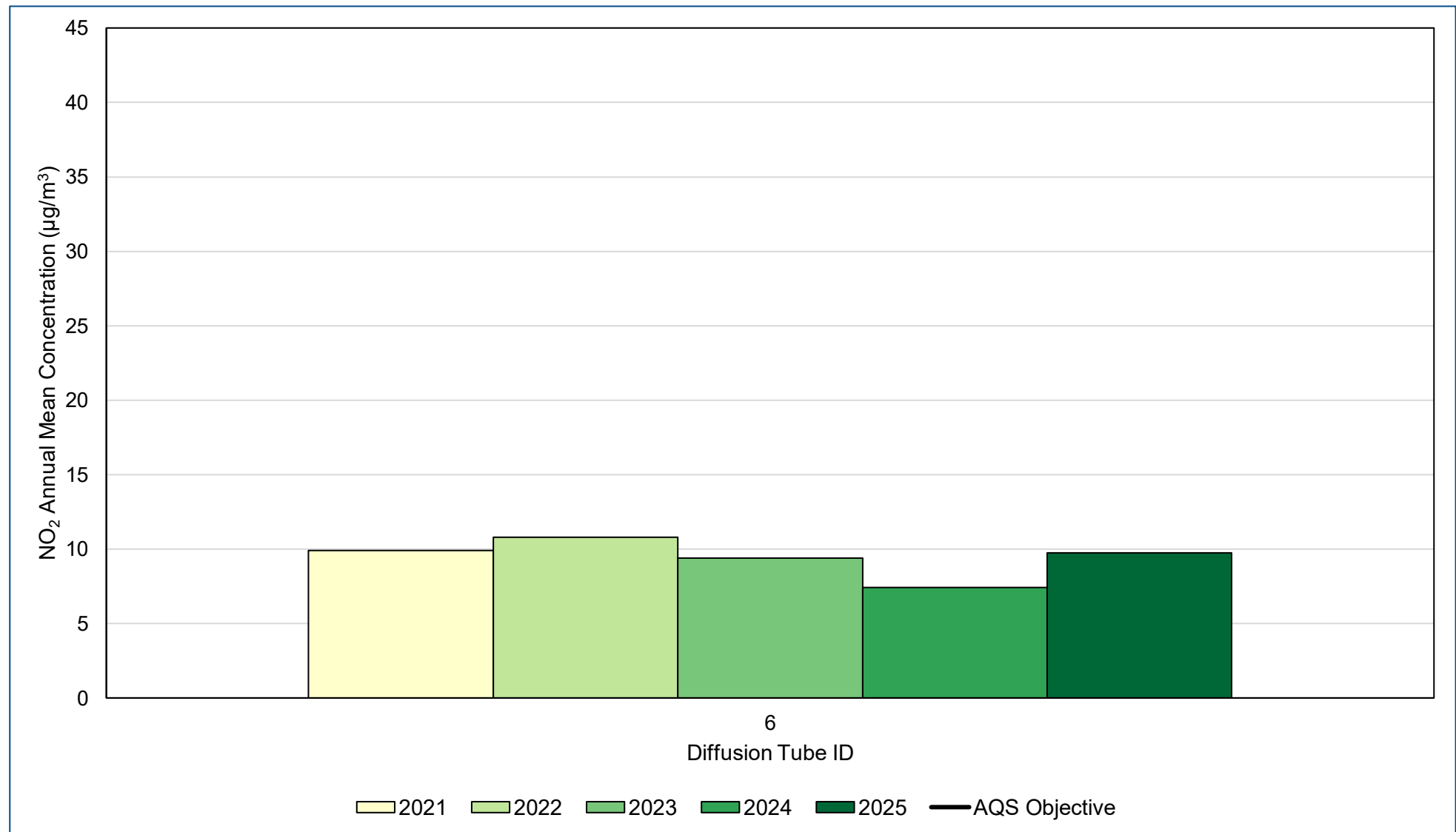
Figure A.6 – Trends in Annual Mean NO₂ Concentrations – Pennypot (Diffusion Tube 6)

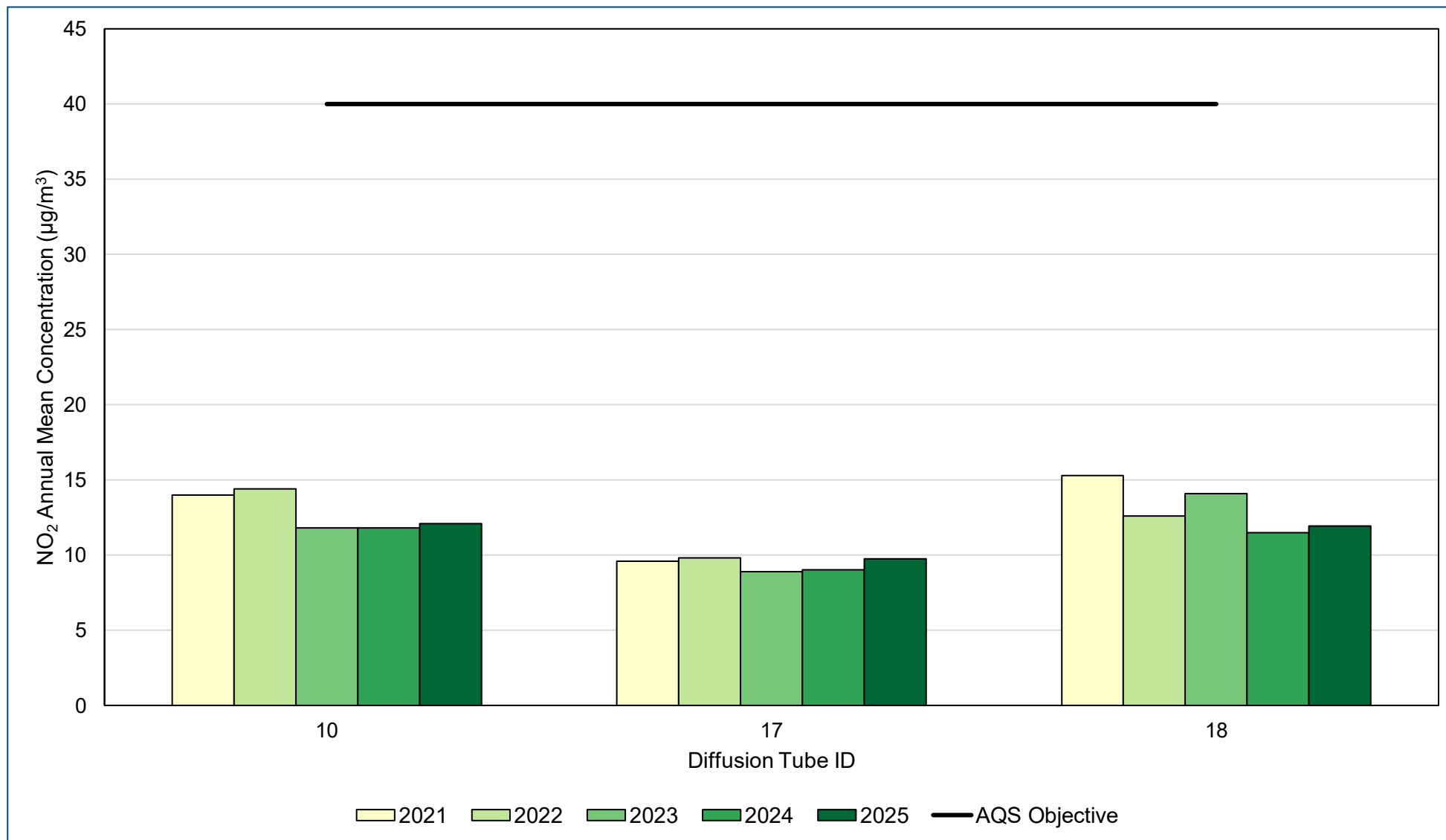
Figure A.7 – Trends in Annual Mean NO₂ Concentrations – Romney (Diffusion Tubes 10, 17 and 18)

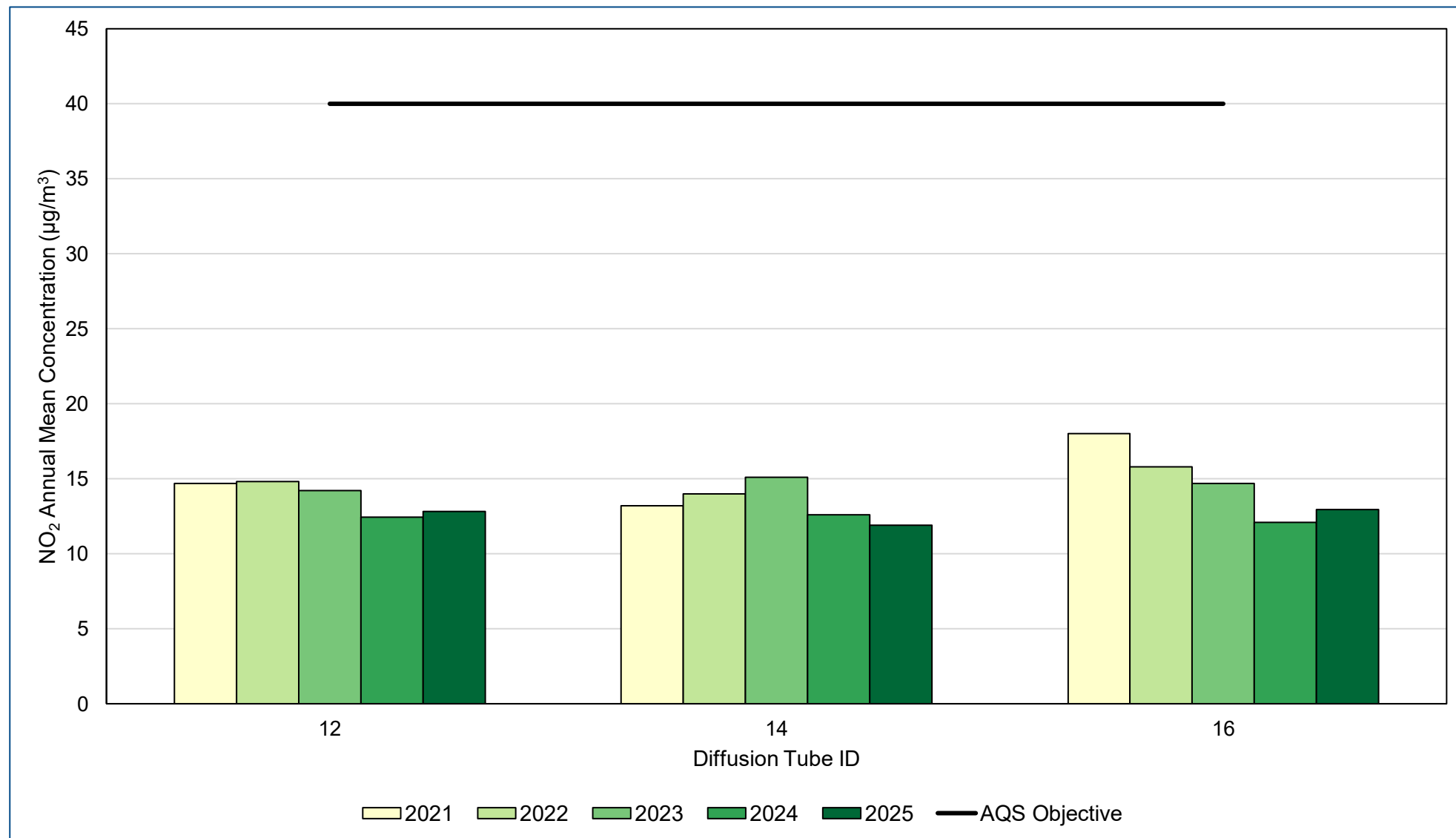
Figure A.8 – Trends in Annual Mean NO₂ Concentrations – Seabrook (Diffusion Tubes 12, 14 and 16)

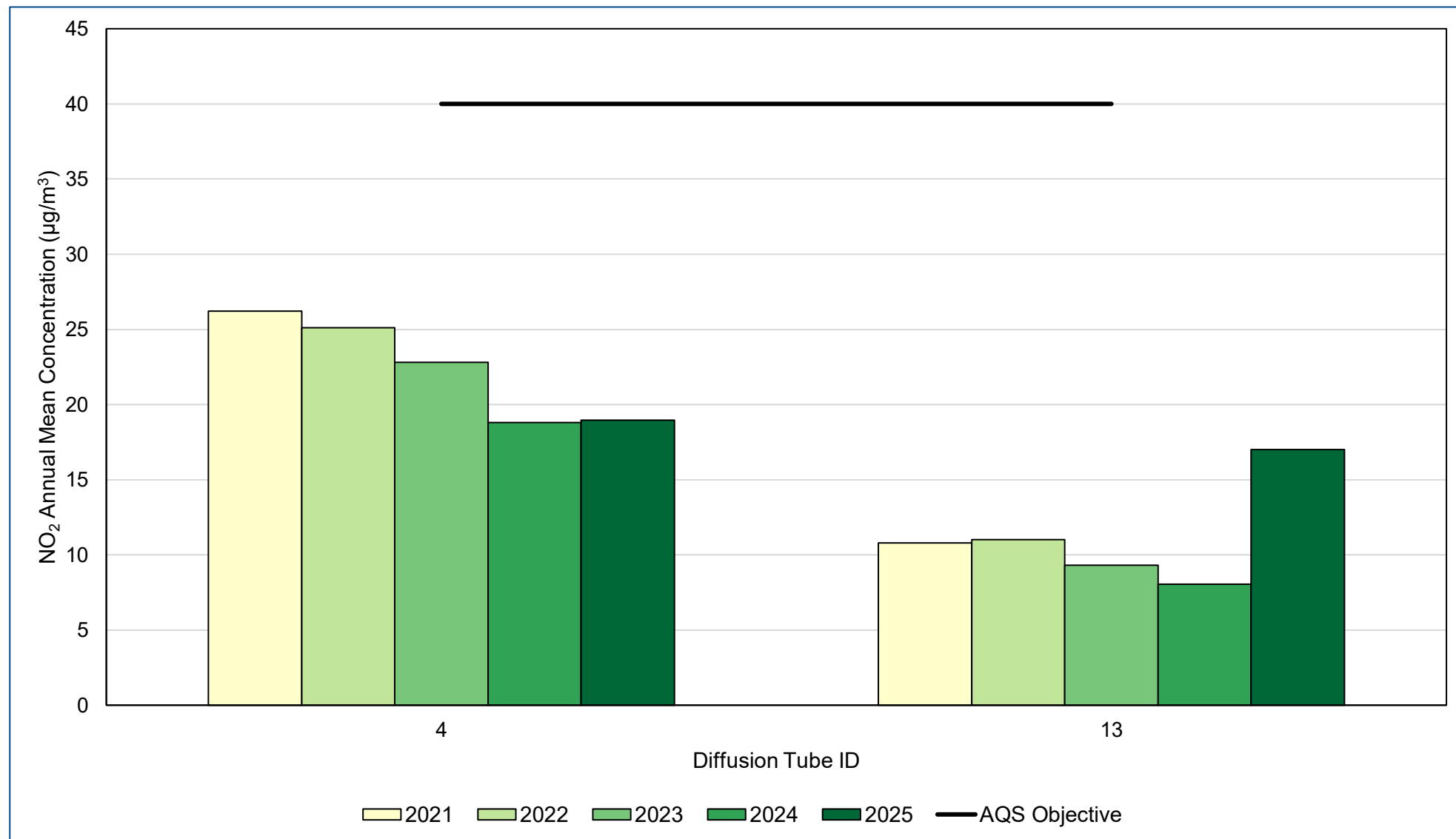
Figure A.9 – Trends in Annual Mean NO₂ Concentrations – Stanford (Diffusion Tubes 4 and 13)

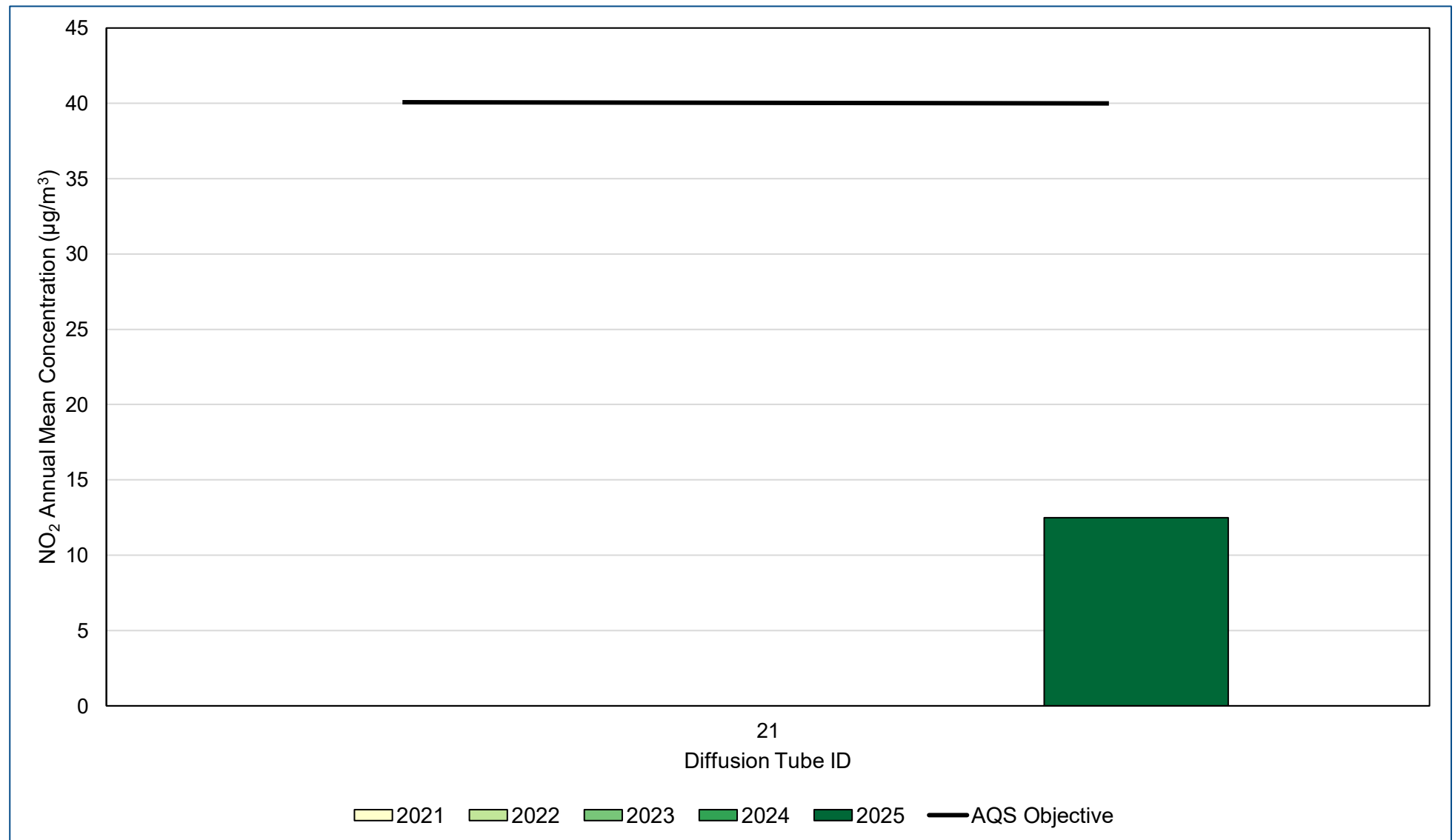
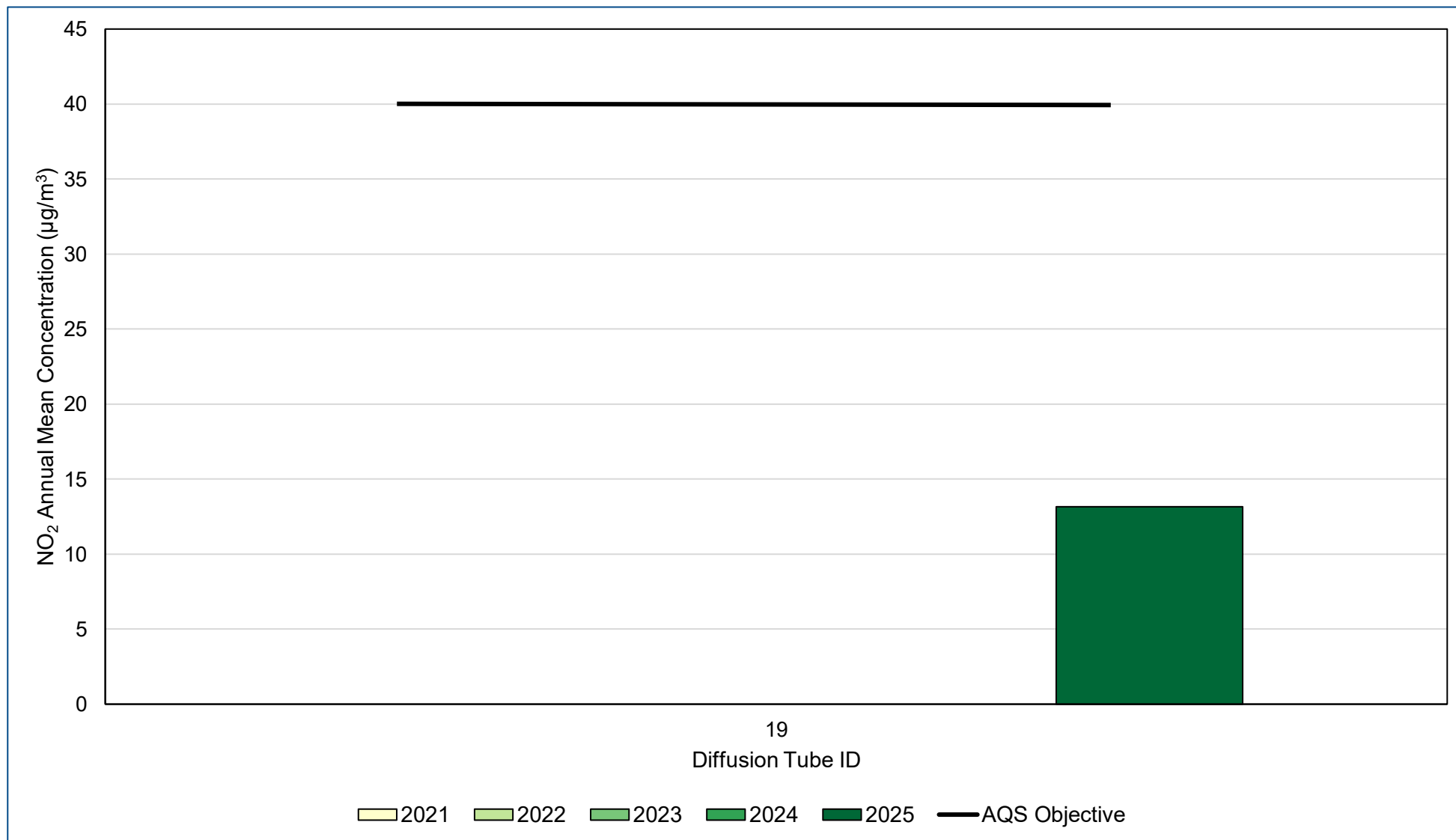
Figure A.10 – Trends in Annual Mean NO₂ Concentrations – Sellindge (Diffusion Tube 21)

Figure A.11 – Trends in Annual Mean NO₂ Concentrations – Hythe (Diffusion Tube 19)

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
1	622584	135820	29.8	30.9	32.6	23.8		35.9		13.7	17.1		17.2	20.2	24.6	17.0		
2	622400	136100	22.7	23.5	25.5	26.3	35.9	14.8	13.4	14.0	12.2	10.9	16.5	19.6	19.6	15.3		
3	609964	135279		17.2	20.7	21.3	14.8	12.7	12.0	13.0	10.5	13.3	15.2	16.5	15.2	11.9		
4	612900	138200	27.9	35.1	38.4	28.5	12.7	23.3	22.0	21.0	22.1	12.2	24.2		24.3	19.0		
5	622734	136769	21.5	15.4	31.0	23.9	23.3	16.3	16.7	19.7	20.5	21.1	23.6	24.7	21.5	16.8		
6	614552	134012	15.3	15.7	14.8	10.3	16.3	7.0	10.3	6.1	8.3	19.4	9.4	16.9	12.5	9.7		
7	622396	136976	22.6	22.1	23.2	17.0	7.0	12.7	13.7	13.1	14.4	4.4	14.6	17.2	15.2	11.8		
8	612694	136190	20.3	13.4	19.5		12.7	10.1	11.3	10.9	13.8	10.9	12.9	14.5	13.7	10.7		
9	621248	137352	37.0	28.1	31.2	24.5	10.1	18.9	25.5	17.4	21.5	9.3	25.2	24.3	22.8	17.7		
10	604116	124888	20.9	15.5	20.7	23.0	15.1	15.1	15.3	13.8	11.5	10.4	9.5	15.1	15.5	12.1		
11	621436	139593	16.5	19.8	23.4	17.9	13.1	13.1	14.5		16.8	13.5	16.8	21.1	17.0	13.2		
12	618860	135899	19.7	21.8	22.0	21.0	15.4	15.4	12.6	14.2	12.3	13.0	15.1	14.6	16.4	12.8		
13	612481	137978	25.5	19.9	20.0										21.8	17.0		DT 13 reported data capture <25% as such was unable to be annualised. Thus, the annual mean value reported is for completion only and should be referred to with caution as the dataset is deemed too small to be reliable.
14	618727	134797	21.0	19.1	16.9	18.3	12.1	12.1	13.1		11.8	10.9	15.0	17.4	15.2	11.9		

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
15	621361	135511	29.4	26.3	30.9	24.4	18.8	18.8	18.5	15.0	16.9	17.1	21.4	23.9	21.8	17.0		
16	618680	134977	23.5	21.7	21.1	19.0	13.4	13.4	14.7	11.7	11.8		13.9	18.5	16.6	13.0		
17	608206	124832	16.1	19.6		19.0	11.0	11.0	10.4	8.6	6.8		10.2	12.5	12.5	9.8		
18	607675	124699	25.2	11.3	26.2	25.2	12.8	12.8	13.4	10.4	10.0	9.3	10.2	16.7	15.3	11.9		
19	615342	134808							12.4	11.8	11.7	10.2	14.3		12.1	13.2		
20	623398	136523				26.7	16.8	25.7		14.9	13.3		17.3		19.1	17.8		
21	610429	138078					10.0	10.0		11.8	11.9	11.0	14.1	16.9	12.2	12.5		

☒ 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.

☒ Folkestone and Hythe District Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System (DTDES).

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 Folkestone and Hythe During 2025

Folkestone and Hythe District Council identified four developments that required an Air Quality Assessment (AQA) or equivalent Environmental Assessments (EAs) / Construction Management Plans (CMPs) within the monitoring year of 2025. Further investigation between the Council's Planning Department and Environmental Protection Department has identified that they are not expected to significantly impact the air quality objectives within the area as development progresses into the 2026 monitoring year and onwards. More detail regarding the specific applications can be obtained by contacting the Council.

A summary of the publicly available information for proposed and planned development has been provided in **Table C.1 – 2025 New Planned Developments in Folkestone and Hythe**.

Table C.1 – 2025 New Planned Developments in Folkestone and Hythe

Application Number	Location	Proposal	Status
25/2211/FH	Upper Otterpool, Ashford Road, Sellindge, Ashford, TN25 6DD	Variation of condition 3 (marsh nutra/phos lite wastewater treatment plant) of planning permission 25/1508/FH to allow for extension of time to install plant.	Approved with Conditions
25/1605/FH	Land Opposite Century House, Park Farm Road, Folkestone (Former Silver Springs Site)	Reserved matters application relating to access, appearance, layout, scale of hybrid planning application 22/1347/FH for the erection of 2 drive thru restaurants and details pursuant to conditions 22 (in part), 25, 26, 27 & 29.	Approved with Conditions
25/1316/FH	Former Gasworks, Ship Street, Folkestone	Outline planning application (with all matters reserved) for a residential development (Use Class C3) of up to 135 dwellings and non-residential floorspace comprising flexible retail (Use Class E). To include car parking, cycle parking, pedestrian and vehicular accesses, landscaping, refuse storage, servicing areas and other associated infrastructure works.	Under Consultation
25/1502/FH	Dungeness A Power Station, Dungeness Road,	Proposed demolition of boiler house complexes, central control block and ancillary plant, re-cladding the	Approved with Conditions

Application Number	Location	Proposal	Status
	Lydd, Romney Marsh, TN29 9PP	amended reactor buildings, installation of hardstanding and weather protection structure to facilitate storage of the removed boilers, boiler drums and associated ducting and pipework.	

Additional Air Quality Works Undertaken by Folkestone and Hythe During 2025

As referenced in the 2024 ASR Folkestone and Hythe District Council reviewed its monitoring network and confirmed for 2025 monitoring year that DT 13 will be removed due to original justification for monitoring no longer present as proposals have been withdrawn to convert the nearby fields into a 24-hour lorry park, intended for use during Operation Brock or during significant delays affecting Dover Port and the Eurotunnel. In addition the site consistently reported low concentrations and compliance with the annual mean NO₂ objective. During 2025 monitoring year, this resource was deployed on A20 in Sellindge (DT 21) as further residential developments are planned in the area and the Otterpool Park Development project is located within close proximity.

As proposed in ASR 2024 an additional new monitoring location was considered for implementation in 2025 monitoring year on Tram Road (DT 20). During 2025 monitoring year, this location was implemented as a new deployment due to a recent land slip at 'Road of Remembrance' which resulted in this road being closed thus, traffic was diverted through Tram Road. The local authority wanted to assess the impacts such diversion might have on local air quality in this area, hence the newly established monitoring location in 2025.

Throughout 2025 the local authority reviewed its monitoring network and implemented a new site DT 19 (Hythe). This site was included due to a request raised by a member of the public who expressed concerns regarding air quality in the immediate area and was supported by an environmental portfolio holder councillor.

QA/QC of Diffusion Tube Monitoring

Folkestone and Hythe District Council's diffusion tubes in 2025 were supplied and analysed by SOCOTEC Didcot, using the 50% Triethanolamine (TEA) in acetone preparation method. SOCOTEC Didcot's laboratory is UKAS accredited and participates in the Air and Stack Emissions Proficiency Testing (AIR-PT) Scheme for NO₂ tube analysis

and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance.

There were 22 local authority co-location studies which used tubes supplied by SOCOTEC Didcot with the 50% TEA in acetone preparation method in 2025, 22 were rated as 'good', as shown by the precision summary results. This precision reflects the laboratory's performance and consistency in preparing and analysing the tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have a "good" precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

Monitoring in 2025 was partially completed in adherence with the 2025 Defra Diffusion Tube Monitoring Calendar. Changeovers completed in January-March and June-October 2025 were within ± 2 days of the specified date. In April and May 2025 diffusion tubes were exposed longer than the recommended 4 weeks (5 (April), 3 (May), 4 (November) and 1 (December) days extra respectively). However, no tubes recorded data beyond the 5 weeks period. Tubes were deployed between dates below:

- April 2025: 03/04/2025 (ON) - 06/05/2025 (OFF);
- May 2025: 06/05/2025 (ON) - 06/06/2025 (OFF);
- November 2025: 07/11/2025 (ON) - 09/12/2025 (OFF); and
- December 2025: 09/12/2025 (ON) - 07/01/2026 (OFF).

Thus, in accordance with Section 3.2.5 in [Defra Diffusion Tube for Ambient NO₂ Monitoring Guidance](#) and Section 7.199 in [LAQM.TG22](#), data for April, May, November and December 2025 has been included in analysis as the exposure periods are within the stipulated duration and there are limited analysis concerns regarding data reliability, justified below:

- *Section 3.2.5: "Individual exposures should ideally be 2-4 weeks (no longer than 5 weeks and no shorter than 1 week)."*
- *Section 7.199: "If diffusion tubes are left out for significantly longer or shorter periods than the four and five weeks recommended, then the data may not be reliable as the diffusion rate may not have been accurately defined."*

Folkestone and Hythe District Council have worked during the 2025 monitoring year to ensure diffusion tube data is valid and not rejected due to over or under exposure as per

2024 monitoring year and reported in the ASR 2025. The local authority are committed in the 2026 monitoring year to limit under or over exposed tubes beyond the ± 2 days of the specified Defra calendar dates.

Diffusion Tube Annualisation

For any site where data capture is below 75%, annualisation is to be performed. This is because section 7.196 of LAQM.TG22 states that:

“If data capture is below 75% for the year, then it is necessary to annualise the data... [as] the concentration varies throughout the year, and the instrument may have been operational for a period of above or below average concentrations”.

In 2025, DTs 1, 19, 20 and 21 required annualisation. This was necessary for DT 1 due to tubes not being returned to SOCOTEC Didcot in May, July and October 2025 as they were stolen and/or lost in transit alongside the time weighted average being impacted by deployment periods from April, May, November and December 2025. DTs 19 and 20 required annualisation as tube locations were new deployments in May and April 2025 respectively, as such monitoring was not undertaken at either location between January – March 2025. This reasoning is coupled with missing tubes (lost and/or stolen) in May and June 2025 for DT 19 and data rejection in December 2025 for DT 20 due to an anomalous laboratory result with tubes suspected of being tampered with. Therefore, both tubes had insufficient data capture <75%. At DT 21 annualisation was required due to insufficient data capture as the site replaced DT 13 in April 2025 as such monitoring was not undertaken at this specific site from January – March 2025. In addition, the location had lost and/or stolen tubes in April 2025 as well as an anomalous result from the laboratory in July 2025, therefore, data was rejected in turn leading DT 21 to have insufficient data capture <75%. It is noted that DT 13 had insufficient data capture (23.1%) during 2025 monitoring year, <25% due to site closure and relocation, replaced by DT 21, as such DT 13 could not be annualised.

In order to complete the annualisation process, data has been taken from a number of background monitoring station that are part of the Automatic Urban and Rural Network (AURN) – St Osyth, Rochester Stoke, Eastbourne and Lullington Heath. This is in line with Box T-9 of LAQM.TG22, which states to annualise data:

“Identify two to four nearby, long-term, continuous monitoring sites, ideally those forming part of the national network. The data capture for each of these sites should be at least 85%. These sites should be background (Urban Background, Suburban or Rural) sites to

avoid any very local effects that may occur at Urban Centre, Roadside or Kerbside sites, and should, wherever possible lie within a radius of about 50 miles”.

It is acknowledged that AURN Lullington Heath falls outside the preferred 50 miles radius, approximately 70 miles from Folkestone, however due to automatic monitoring station AURN St Osyth not achieving $\geq 85\%$ data capture in 2025 thus being rejected for annualisation, and the previously used station AURN Canterbury being removed from the network, AURN Lullington Heath was selected as an additional site appropriate for annualisation.

Table C.2 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Annualisation Factor AURN Rochester Stoke	Annualisation Factor AURN Eastbourne	Annualisation Factor AURN Lullington Heath	Average Annualisation Factor	Raw Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)	Annualised Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)
1	0.9139	0.8533	0.8882	0.8851	24.6	21.8
19	1.2921	1.4930	1.4056	1.3969	12.1	16.9
20	1.2290	1.2048	1.1377	1.1905	19.1	22.8
21	1.2983	1.3594	1.2622	1.3066	12.2	16.0

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR, for monitoring year 2025, have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Folkestone and Hythe District Council have applied a national bias adjustment factor of 0.78 to the 2025 monitoring data. A summary of bias adjustment factors used by Folkestone and Hythe District Council over the past five years is presented in Table C.3.

No co-location studies are carried out by Folkestone and Hythe District Council therefore only a national factor can be applied. The national factor for SOCOTEC Didcot 50% TEA in acetone, as presented in the Diffusion Tube Bias Factors Spreadsheet v06/26, was 0.78

based on 22 studies. The National Bias Adjustment Spreadsheet is presented in Figure C.1.

Table C.3 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	06/26	0.78
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.78

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 (DTDPT)/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 location within the district of Folkestone and Hythe required distance correction during 2025.

Figure C.1 – National Bias Adjustment Factor Spreadsheet (06/26)

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:		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 ²		If you have your own co-location study then see footnote ¹ . 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 selection, choose (All) from the pop-up list	Year ² To make your selection, choose (All)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision ⁴	Bias Adjustment Factor (A) (Cm/Dm)
Analysed By ¹	Method ² To make your selection, choose (All) from the pop-up list	Year ² To make your selection, choose (All)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision ⁴	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	Marlebone 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	22.9%	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	21.9%	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	R	Slough Borough Council	12	35	25	40.3%	G	0.71
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	26	21	24.6%	G	0.80
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	25	18	37.0%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	29	23	28.7%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	31	24	25.7%	G	0.80
SOCOTEC Didcot	50% TEA in acetone	2025		Overall Factor² (22 studies)				Use		0.78

Appendix D: Maps of Monitoring Locations

Figure D.1 – Map of All Non-Automatic Monitoring Locations in Folkestone and Hythe District

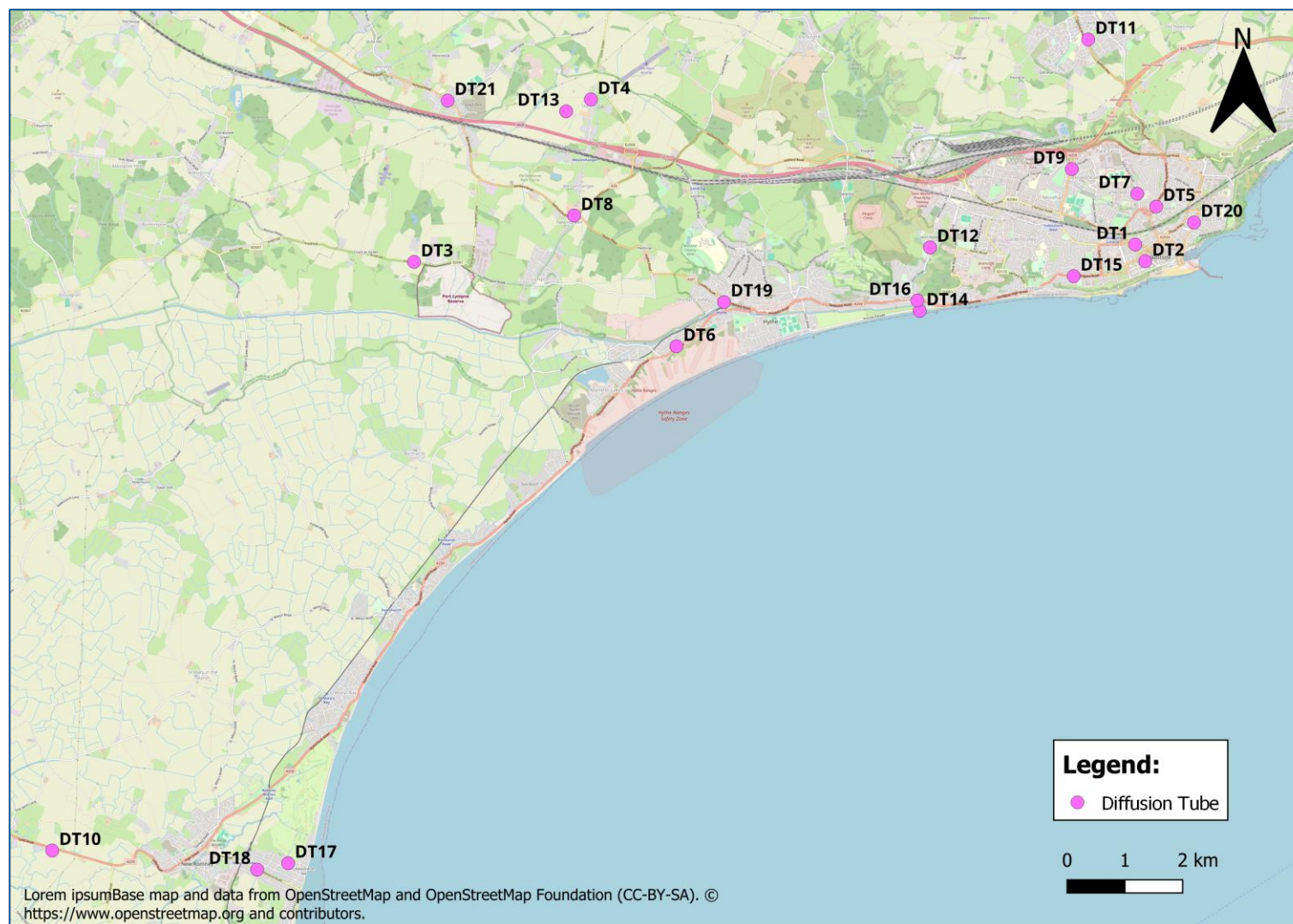


Figure D.2 – Map of Non-Automatic Monitoring Locations: Lympe

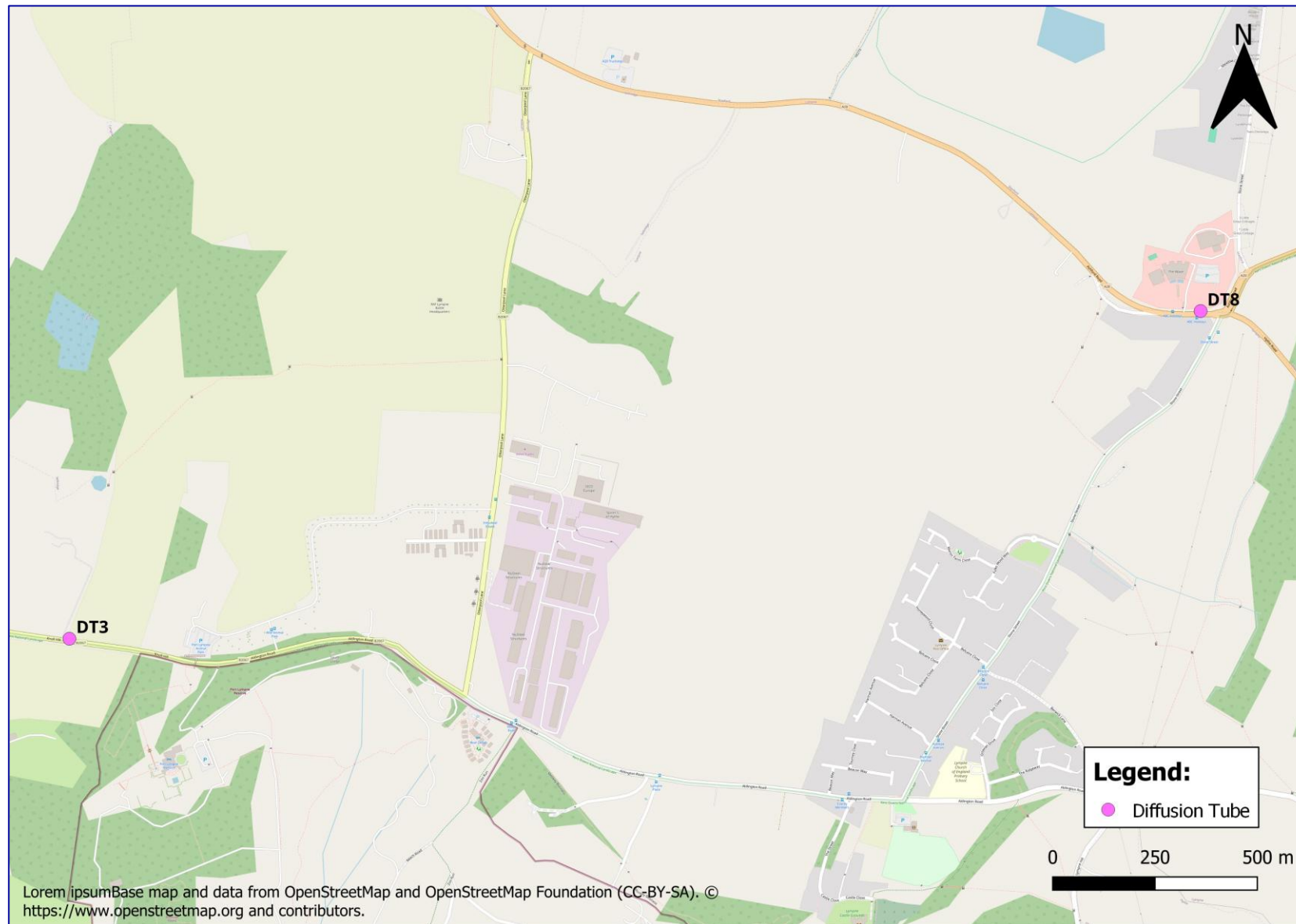


Figure D.3 – Map of Non-Automatic Monitoring Locations: Folkestone

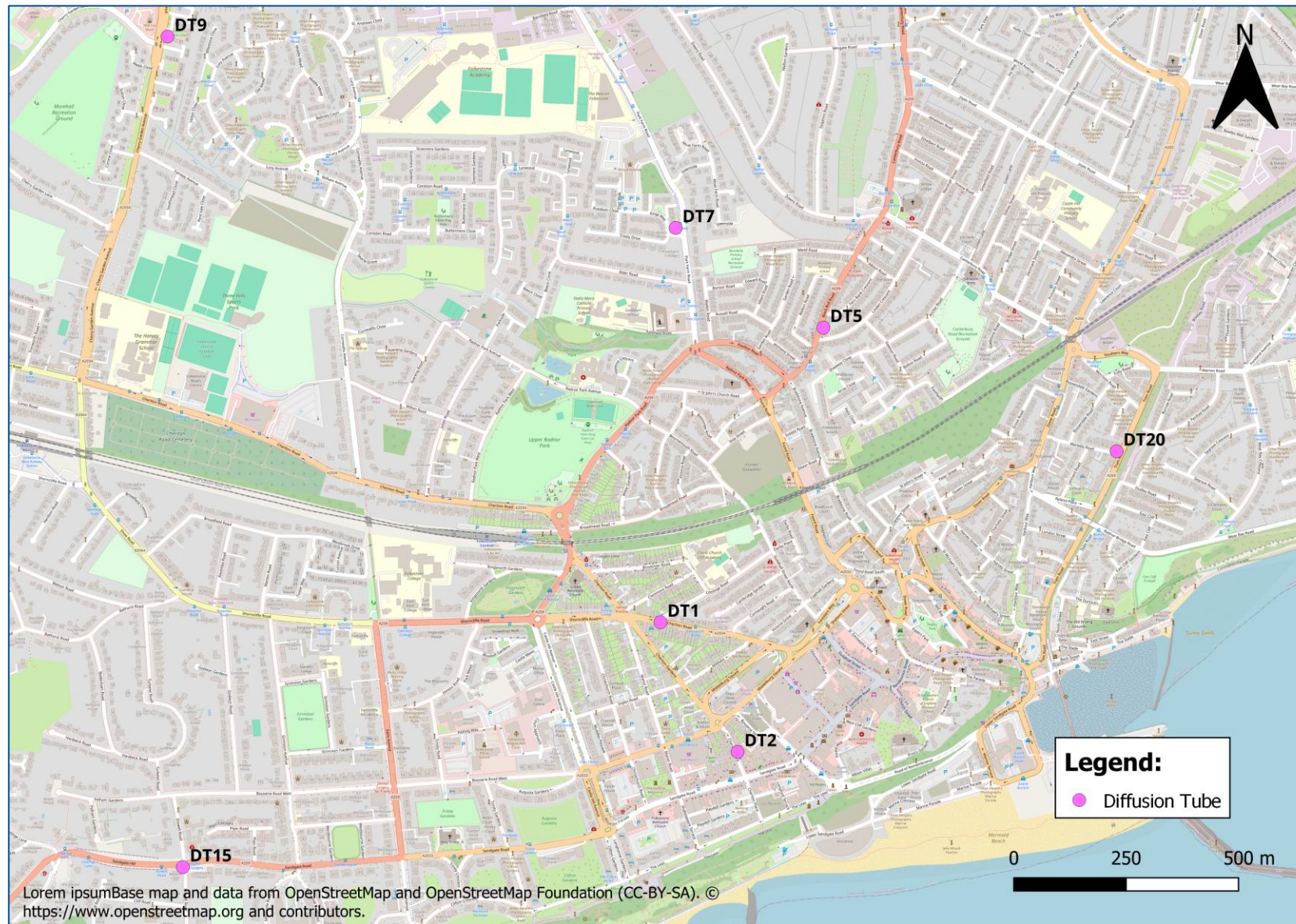


Figure D.4 – Map of Non-Automatic Monitoring Locations: Hawkinge

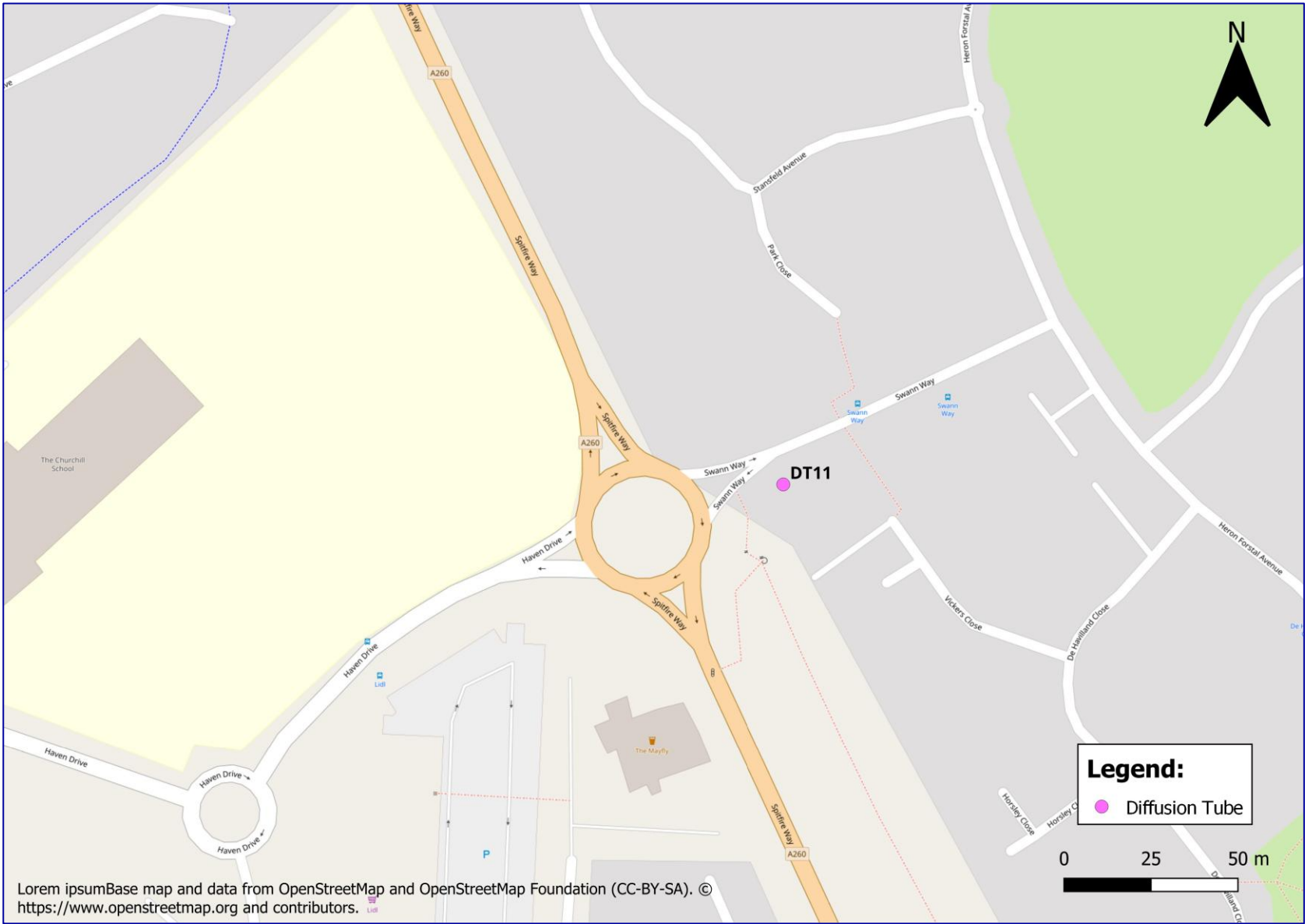


Figure D.5 – Map of Non-Automatic Monitoring Locations: Pennypot

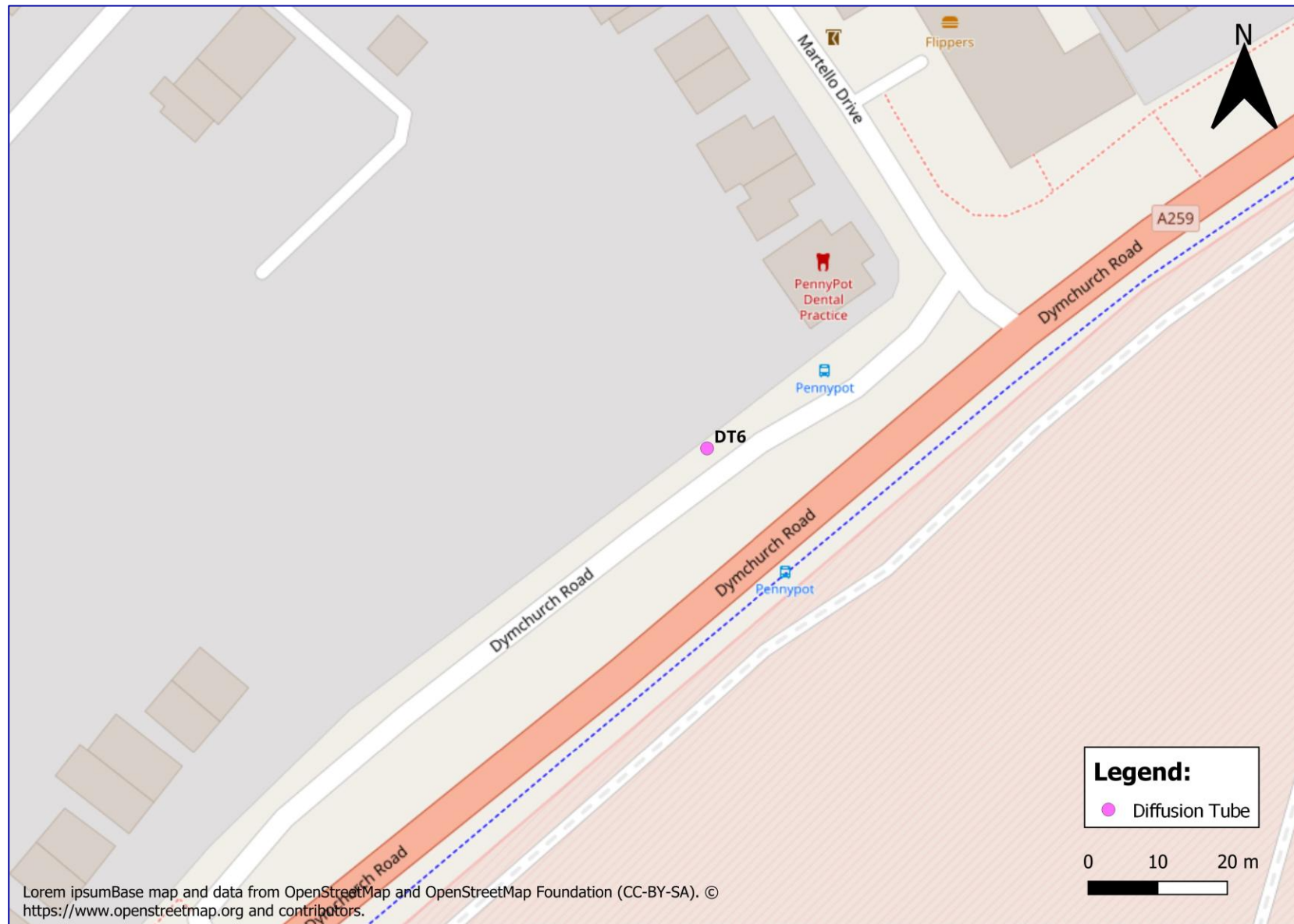


Figure D.6 – Map of Non-Automatic Monitoring Locations: Romney

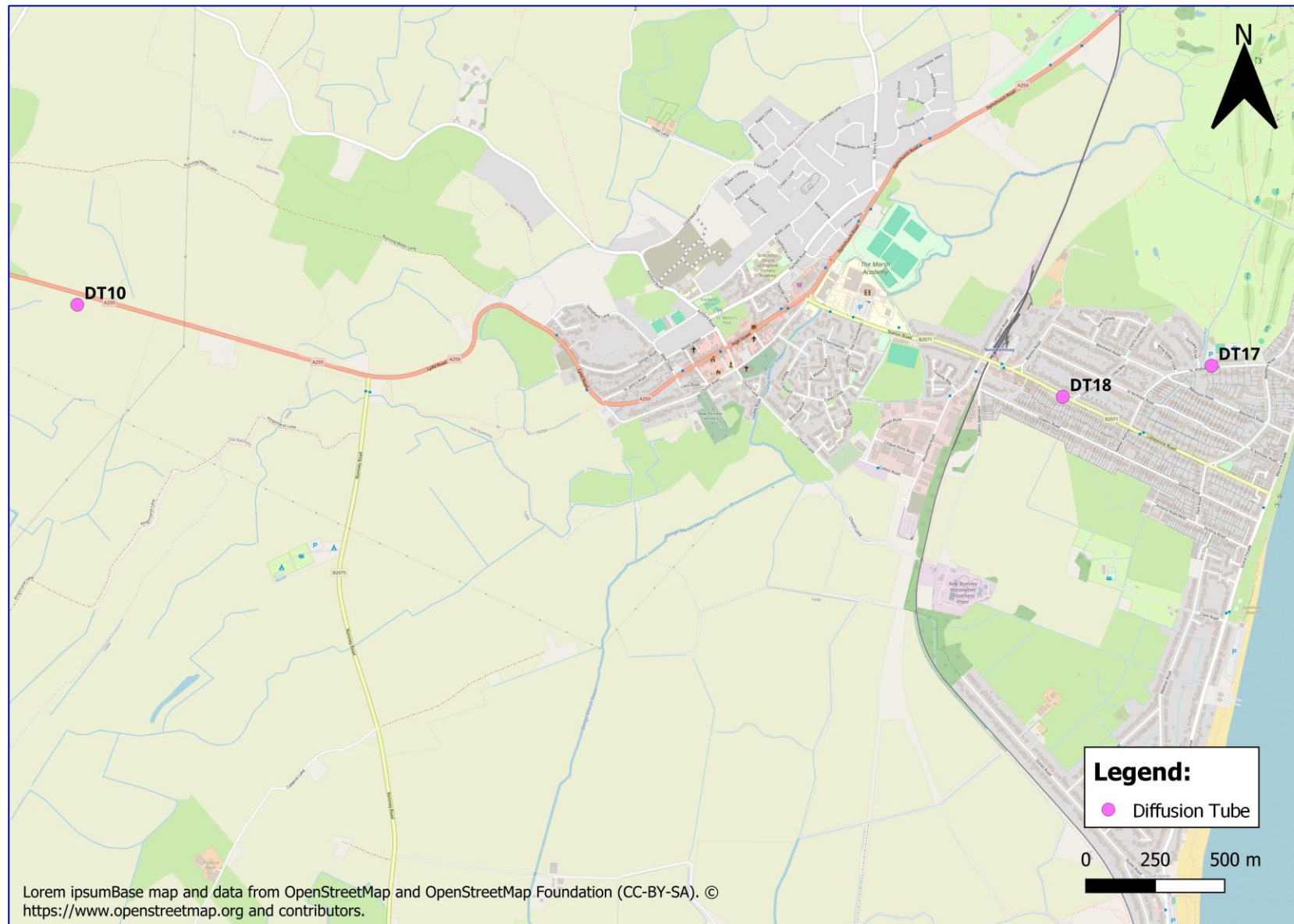


Figure D.7 – Map of Non-Automatic Monitoring Locations: Seabrook



Figure D.8 – Map of Non-Automatic Monitoring Locations: Stanford



Figure D.9 – Map of Non-Automatic Monitoring Locations: Sellindge

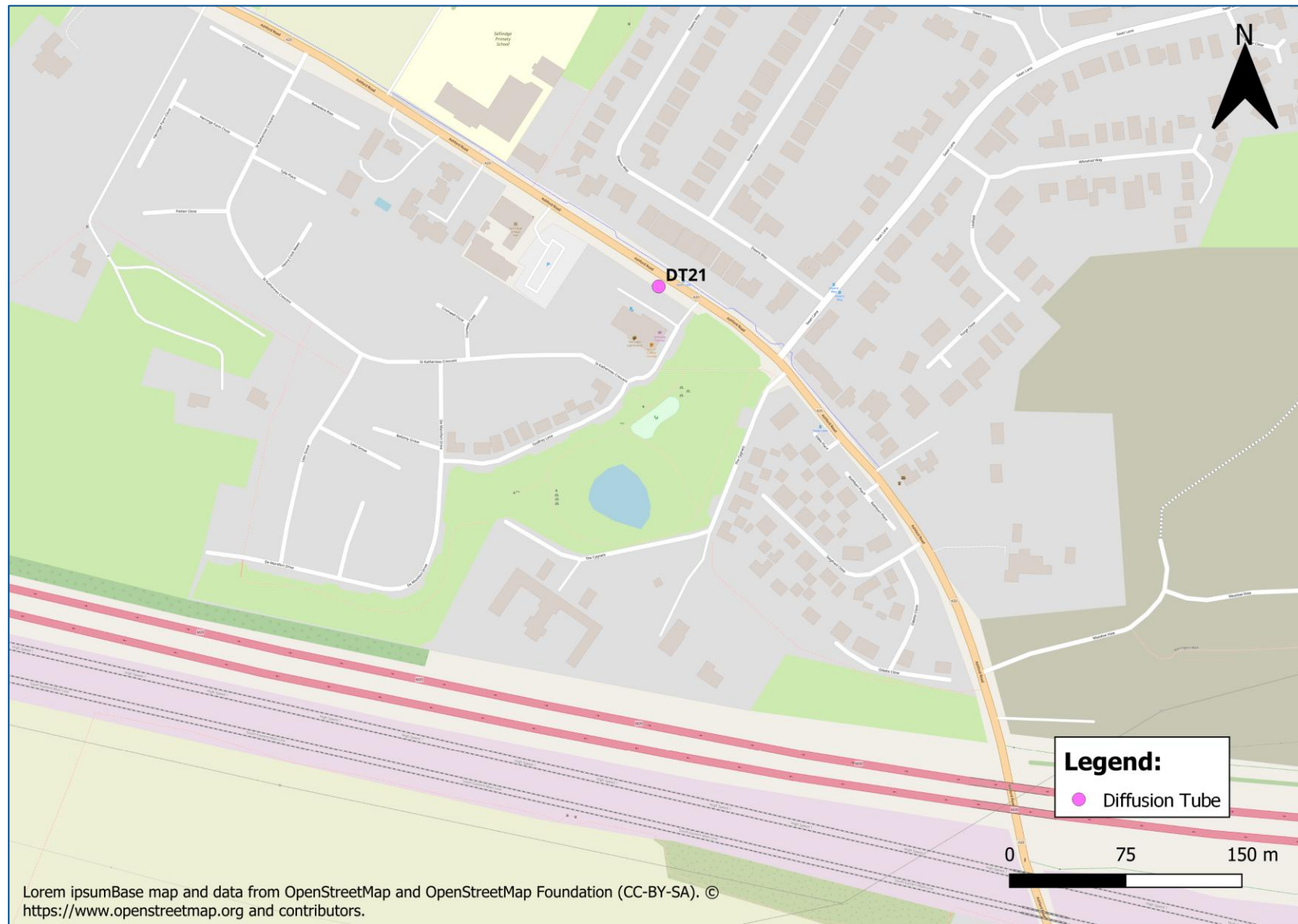


Figure D.10 – Map of Non-Automatic Monitoring Locations: Hythe

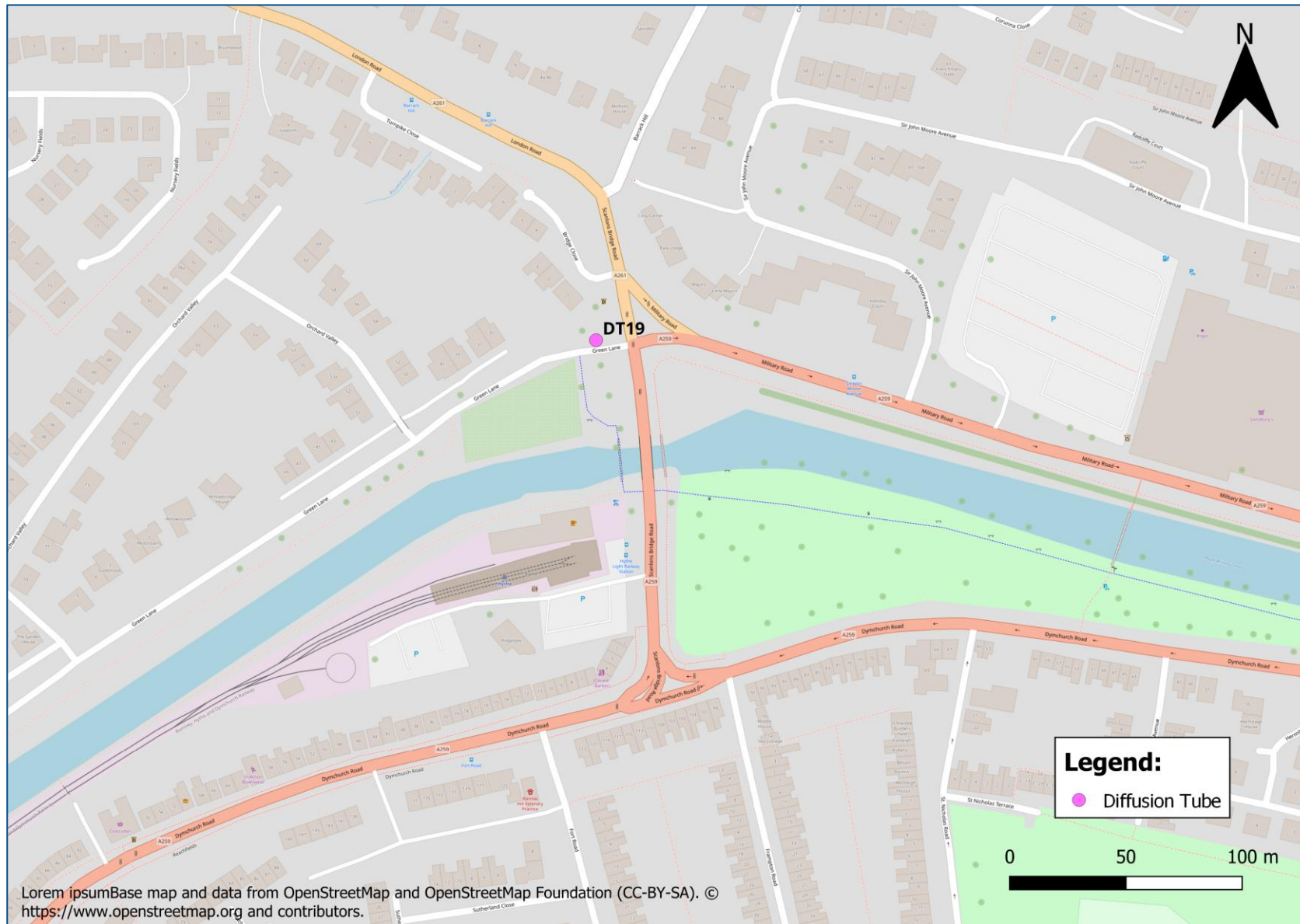
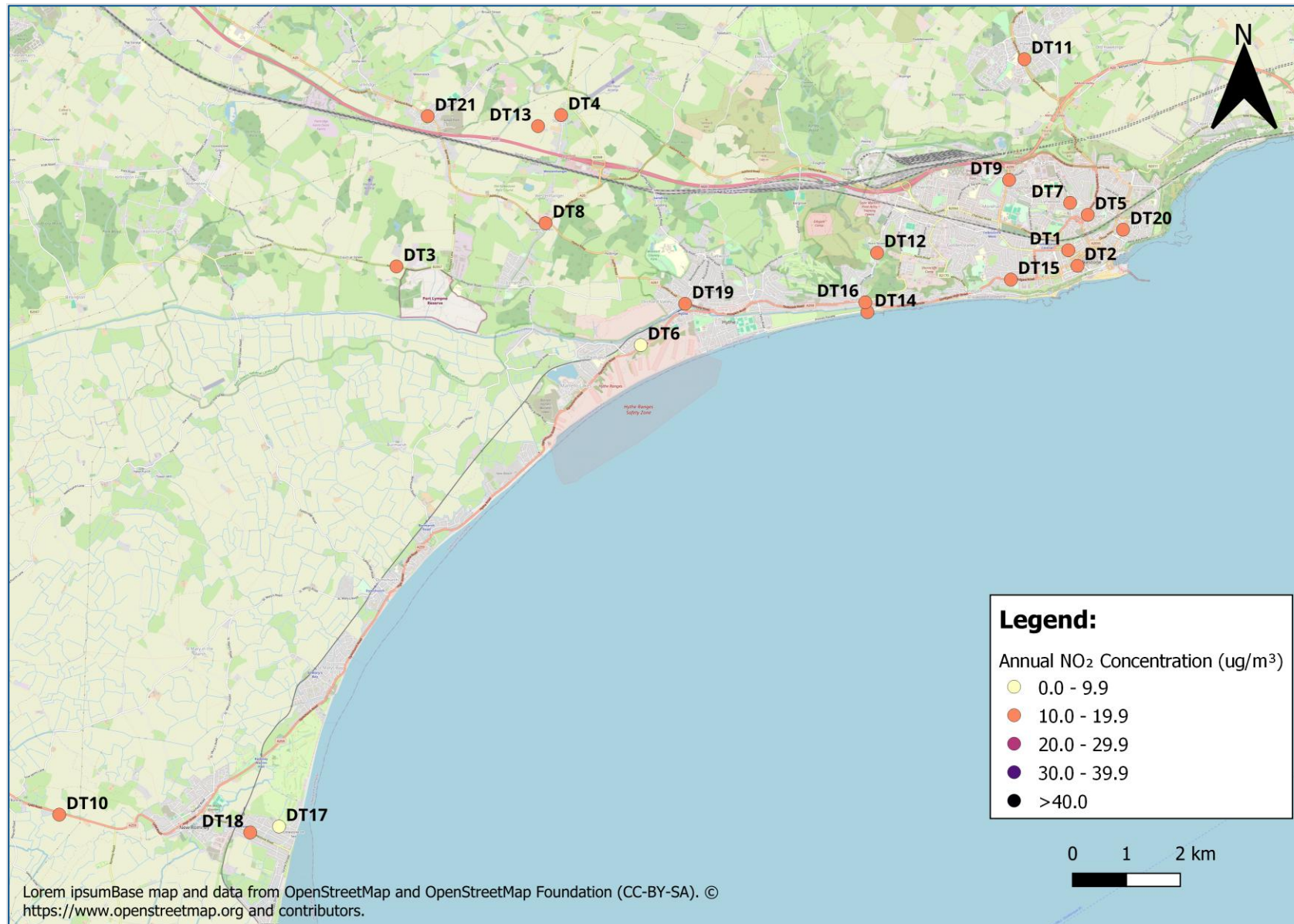


Figure D.11 – Map of 2025 Annual NO₂ Concentrations All Non-Automatic Monitoring Locations



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁴

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

⁴ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AIR-PT	Air and Stack Emissions Proficiency Testing
AONB	Area of Outstanding Natural Beauty
AQA	Air Quality Assessment
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
AQPG	Air Quality Planning Guidance
AQWG	Air Quality Working Group
AQS	Air Quality Standard
ASHP	Air Source Heat Pump
ASR	Annual Status Report
AURN	Automatic Urban and Rural Network
CMP	Construction Management Plan
CO ₂	Carbon Dioxide
C of E	Church of England
COVID-19	Coronavirus-19
CPN	Community Protection Notice
CPW	Community Protection Warning
CVD	Cardiovascular Disease
CWZ	Core Walking Zone
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
DT	Diffusion Tube
DTDES	Diffusion Tube Data Entry System

Abbreviation	Description
DTDPT	Diffusion Tube Data Processing Tool
EA	Environmental Assessment
EPC	Energy Performance Certificate
EV	Electric(al) Vehicle
HCP	Health Care Professional
HIU	Heat Interface Unit
IET	Institution of Engineering and Technology
KCC	Kent County Council
KCWIP	Kent Cycling and Walking Infrastructure Plan
KMAQP	Kent and Medway Air Quality Partnership
LAQM	Local Air Quality Management
LCN	Local Cycle Network
LCWIP	Local Cycling and Walking Infrastructure Plan
LED	Light Emitting Diode
LEV	Low Emission Vehicle
LEVI	Local Electric Vehicle Infrastructure
LTP5	Local Transport Plan 5
MEES	Minimum Energy Efficiency Standards
N/A	Not Applicable
NCN	National Cycle Network
NHS	National Health Service
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
O ₃	Ozone
ONS	Office for National Statistics
PG	Policy Guidance
PHE	Public Health England
PHOF	Public Health Outcomes Framework
PM	Particulate Matter

Abbreviation	Description
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
PTFA	Parent, Teachers and Friends Association
PV	Photovoltaics
QA/QC	Quality Assurance and Quality Control
SCA	Smoke Control Area
SHDF	Social Housing Decarbonisation Fund
SIP	Strategic Investment Plan
SO ₂	Sulphur Dioxide
SSSI	Sites of Special Scientific Interest
TEA	Triethanolamine
TfSE	Transport for the South East
TG	Technical Guidance
UK	United Kingdom
UKAS	United Kingdom Accreditation Service
ULEV	Ultra Low Emission Vehicle

References

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Published by Defra.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.



Folkestone and Hythe District Council

2025 Air Quality Annual Status Report

June 2025





Document Control Sheet

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Folkestone & Hythe



2025 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 2025

Information	Folkestone and Hythe District Council Details
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Report Reference Number	Folkestone and Hythe_2025_ASR
Date	June 2025

Local Responsibilities and Commitment

This Annual Status Report (ASR) was prepared by Bureau Veritas on behalf of Folkestone and Hythe District Council with the support and agreement of the following officers and departments:

- Wai Tse, Environmental Protection Specialist, Environmental Protection

This ASR has been approved by:

- Wai Tse, Environmental Protection Specialist, Environmental Protection

This ASR has been signed off by a Director of Public Health, with details below:

- Anjan Ghosh, Director of Public Health (Kent County Council).



Dated: 17th June 2025.

If you have any comments on this ASR please send them to Wai Tse at:
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Folkestone,

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CT20 2QY

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Executive Summary: Air Quality in Our Area

Air Quality in Folkestone and Hythe

Breathing in polluted air affects our health and costs the National Health Service (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 (LAQM) 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 (PM) 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.

The District of Folkestone and Hythe is situated in Kent on the south east coast of England, approximately 69 miles from London. The area occupies a key strategic position on the M20 as a gateway to continental Europe with the Channel Tunnel and London Ashford Airport all within its boundary, thus supporting a strong transport and logistics sector, comparative to neighbouring Council jurisdictions. As such, the district also acts as

a gateway for many to visit the coastline, alternate areas of interest within South East England and wider England as well as being recognised as a port entryway from England to France, and vice versa.

Folkestone and Hythe District contains an area of approximately 140 square miles and boasts a rich variety of charming landscape. Approximately 33% of the District falls within the Kent Downs Area of Outstanding Natural Beauty (AONB) and High Weald AONB, with four Sites of Special Scientific Interest (SSSI) declared in the District: Folkestone Downs incorporated within Folkestone-Etchinghill Escarpment SSSI, Folkestone Warren SSSI, East Cliff and Warren Country Park SSSI, and Stodmarsh European Designated SSSI, according to [Folkestone and Hythe District Heritage Strategy](#) and [Folkestone and Hythe District Planning Information](#). The location also seeks to encourage tourism by hosting several music events and festivals, for example Folkestone Air Display and Hythe Venetian Fete, and promotes active travel through its [King Charles III England Coast Path - South East](#) which involves various integrated walking and cycling routes that connect to the broader Kent region and wider England.

In comparison to the rural areas of the district, the largest urban area is the town of Folkestone, where approximately half of the district's population, exceeding 110,000, live. Other population centres within the district are Hythe, New Romney and Hawkinge. The District is the 16th least densely populated of the South East's 64 local authority areas, and is England's 221st most densely populated area of the 309 local authority areas, as per the [Office for National Statistics \(ONS\)](#).

Air pollution within the district is predominantly caused by road traffic emissions originating from major roads including the M20, A20, A259, A260 and A2034 that pass through the area, with the [Department for Transport \(DfT\)](#) reporting approximately 9.38 billion vehicle miles travelled on roads in Kent, inclusive of Folkestone and Hythe, in 2023, with data for 2024 not released at the time of 2025 ASR publication. Due to the strategic nature of the road links, the majority of the vehicles are throughflow traffic, they do not start nor end their journeys within Folkestone and Hythe. However, these roads do experience high volumes of traffic as they form the main part of the arterial highway network within Folkestone and Hythe, connecting the district to wider regions. Examples are the M20 and A20, used as gateways to the Kent Downs AONB and Port of Dover, with seasonal traffic flows in the area significantly changing with the influx of tourist-related traffic, reiterated in the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#). Roads within Folkestone and Hythe can become heavily congested on a periodic basis due to seasonal traffic flows.

This congestion results in stopping and starting of vehicles, which in turns leads to elevated pollutant concentrations.

Car ownership in households in Folkestone and Hythe is higher than the national average, 79.6% compared to 78% respectively, as reported in the [Kent County Council \(KCC\) Transport Review](#) and [National Centre for Social Research - DfT Car Ownership: Evidence Review](#). Vehicles as the major contributor to air pollution in Folkestone and Hythe is reiterated by the [Folkestone and Hythe District Council Core Strategy Review](#), which highlights that there is a dire need to minimise the requirement to travel by private car to employment, education and services due to the lack of provision of convenient public transport and sustainable travel modes in the District. It is acknowledged that rural areas in the north and south of the district in particular are less connected, with population dependent on cars for longer journeys to Ashford, Canterbury and Folkestone.

The district has a functioning harbour, which supports marine activities for small vessels as well as operating as a tourist destination with frequent activities hosted such as live event screenings and band/ music sessions. The areas popularity attracts increasing vehicle congestion, contributing to air pollutant emissions. Other pollution sources including commercial, industrial, and domestic sources also contribute to pollutant concentrations within the district.

Due to Folkestone and Hythe District Council's consistent years of no reported exceedances of the annual mean NO₂ AQS (Air Quality Standard), the area is considered to have good air quality. As a result of this, there have never been any declared Air Quality Management Areas (AQMAs) within the district. The Council continued to review its monitoring network during 2024 and have determined a requirement for removal of DT 13 in 2025 monitoring year due to consistently low reported concentrations and compliance with the annual mean NO₂ objective. This resource will be deployed on A20 in Sellindge as further residential developments are planned in the area and the Otterpool Park Development project is located within close proximity. An additional new monitoring location has been proposed for implementation in 2025 monitoring year on Tram Road. A recent land slip at 'Road of Remembrance' has resulted in this road being closed thus traffic has been diverted through Tram Road. Therefore, the local authority want to assess the impacts such diversion might have on local air quality in this area. These two new monitoring locations will both feature in the 2026 ASR.

During 2024, concentrations of NO₂ were monitored passively via a network of 18 diffusion tube sites. When compared to the 18 sites that made up the diffusion tube network in the

previous reporting year (2023), the NO₂ annual mean concentration decreased at 16 locations, with the exception of DTs 10 and 17. No single diffusion tube site recorded an NO₂ annual mean concentration above the air quality objective of 40µg/m³, with the maximum concentration being 19.3µg/m³ at DT 4, a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum NO₂ annual mean concentrations in the 2022, 2023 and 2024 ASRs, 26.2µg/m³, 25.1µg/m³, and 22.8µg/m³ respectively.

Compliance with the annual mean NO₂ objective (40µg/m³) has been achieved by since 2020, as such the Council have sufficient monitoring data to support not declaring an AQMA. Concentrations of PM₁₀ and PM_{2.5} were not monitored in Folkestone and Hythe in 2024.

The Council are actively developing an Air Quality Strategy and expect to issue the document as final version in September 2025.

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.

As part of Folkestone and Hythe District Council's commitment to reduce the impacts of climate change, and specifically air pollution, the Council declared a climate emergency in July 2019. Throughout 2024 the local authority has supported its aim to hit net-zero carbon emissions by 2030 for Council activities and across the District, as reported in the [Carbon Action Plan](#). The document sets out various actions to reduce Carbon Dioxide (CO₂) emissions, of which also have shared benefits in improving air quality through reducing both NO₂ and Particulate Matter (PM) emissions.

The Council is developing and has implemented the following measures as part of the strategy in 2024, with more information available in the [Climate and Ecological Emergency Briefing Note 2024](#):

- Enhanced community bike rental schemes across the district to encourage uptake of active transportation methods;
- Further improved public transportation infrastructure across the District to encourage reduction in single person vehicle journeys;
- Local cycling and walking improvements across the District;

- Approximately 80% of staff enrolled in e-learning have completed mandatory training on Environmental Awareness
- Newly elected members have participated in climate change training sessions to enhance their understanding and advocacy;
- The Climate Change Champions, a dedicated group of staff actively promoting emission-reduction measures, meet quarterly;
- 74% of properties registered on the council's online MyAccount opting for digital interactions and e-billings, reducing paper usage;
- Integration of carbon criteria into all procurement tenders and contracts, ensuring environmentally responsible purchasing practices;
- Hosted two Folkestone and Hythe Sustainable Futures Forum events with business operators sharing resources, waste products and skills to make Folkestone more energy efficient and sustainable alongside eight speakers from the community benefitting from bespoke TEDx-style coaching on environmental topics;
- Officers are working in partnership with Kent County Council (KCC) in the development of the Local Transport Plan 5 (LTP5);
- Arranged replacement of fleet vehicles with Electric Vehicles (EVs), and extended EV trials to other teams beyond Environmental Protection Department;
- Providing energy efficient home improvements, prioritising vulnerable and low-income households with cost effective ways to support reduction in pollutant emissions across the district such as smart meters to electricity consumers, renewable energy sources to power buildings, and adopt Light Emitting Diode (LED) lighting in buildings.

The Council continued to improve the districts social housing stock as well as broader accommodation in Folkestone and Hythe throughout 2024, with works to reduce fuel poverty funded through Wave 1 and Wave 2.1 Grants of the [Social Housing Decarbonisation Fund \(SHDF\)](#) and partial match contributions by the local authority. As of March 2024, [Wave 1 SHDF](#) had upgraded 125 council-owned homes and by December 2024 [Phase 1 Wave 2.1 SHDF](#) improved a further 120 properties, all with energy efficient measures to facilitate cheaper operational costs for tenants. Works included internally insulating and rendering the buildings, installing Light Emitting Diode (LED) bulbs, replacing kitchens, loft and floor voids insulation, and installing renewable heating

technologies such as Air Source Heat Pumps (ASHPs) and Solar Photovoltaics (PV), to replace the existing electric heating systems. Thus, reducing carbon footprint by enhancing property thermal efficiency with Energy Performance Certificate (EPC) ratings updated to Band C, whilst also improving air quality across the District by generating electricity without emitting pollutants, unlike fossil fuel-based power. It is acknowledged that [Phase 2 Wave 2.1 SHDF](#) is underway with a further 180 homes set for energy efficient improvements by Q4 2025, totalling 425 homes that will have benefitted from the SHDF scheme and Council contributions, costing £8.2 million collectively. Such home improvements seek to educate individuals in development of a cleaner and more environmentally sustainable district through facilitating carbon reducing measures and methods of limiting air pollutant emissions. The Council's commitment to funding works alongside the SHDF demonstrates its focus to meet the target of all council-managed homes achieving an EPC of Band C by 2030 targeting air quality emissions across the district by local scale grassroots improvements with longevity of environmental actions secured through education.

During 2024 Folkestone and Hythe District Council worked collaboratively with Kent County Council and neighbouring Kent local authorities on the [‘Solar Together Kent’](#) scheme, delivered by the company iChoosr. The district has installed a minimum of 664 solar panels across residential properties, small businesses and charities, with accompanying battery storage as well as ten new battery installations for residential properties with existing solar panels installed. The initiative seeks to improve air quality across the district by generating electricity without emitting pollutants, unlike fossil fuel-based power, and reduce the broader carbon footprint of the region. The Council are continuing to work collaboratively into the 2025 monitoring year on this scheme.

Throughout 2024, Folkestone and Hythe District Council remained involved in a collaborative Kent local authorities project, which included continued development of a digital training resource, [Care for Air](#). This platform offers individuals training, local evidence and resources to facilitate understanding in reducing air pollution exposure. The service is recognised by Health Care Professionals (HCPs), as practitioners utilise it to advise patients with Cardiovascular Disease (CVD) or respiratory disease. The endeavour demonstrates the Council's approach to collaborative working with neighbouring local authorities and partner organisations, such as the National Health Service (NHS), to identify opportunities for improving education surrounding air quality, limiting emission source(s) use, and encouraging mortality longevity by outlining areas for improvement

(e.g. reducing outdoor activity during a high pollution episode). Thus, benefitting residents and visitors' welfare, particularly those who are vulnerable.

The Council continued to promote active travel in 2024 with the reduction in vehicle usage and subsequent emissions through established [Core Walking Zones \(CWZs\)](#). The CWZs have been assessed and audited to ensure safety and identify any required interventions along the pedestrian corridors within each CWZ. Interventions proposed include improving existing infrastructure as well as introducing new pedestrian facilities, inclusive of but not limited to: lighting for security and safety along Radnor Park, pedestrian crossing at Cheriton Garden Junction to enhance safety and attractiveness of route and implement adequate volume of dropped kerbs and tactile paving throughout the district to enhance the quality of the pedestrian environment and aid permeability for all users. Folkestone and Hythe District Council are committed to continuing upgrade works in the public realm and specifically CWZs through the [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), with support from Kent County Council.

Alongside promoting well-known CWZ's, the Council advocated the newly established [King Charles III England Coast Path - South East](#) in 2024, with particular focus on the [Folkestone Harbour Arm](#). The 'pathway' involves various integrated walking and cycling routes that connect to the broader Kent region and wider England. Encouraging active transportation uptake within the district alongside neighbouring local authorities aims to improve air quality conditions by developing new walking and cycling provisions, which in turn reduce vehicular emissions.

In September 2024 the Council hosted an innovative [Active Transport Festival](#), which included stakeholders, charities, and businesses promoting the uptake of skating, cycling and walking whilst educating individuals on the parallel impact to pollutant emission reduction and personal health benefits. Folkestone and Hythe District Council established a collaborative relationship with [Cycling UK](#) to host a '[Dr Bike](#)' clinic, offering free minor repairs, safety checks and maintenance advice with demonstrations in puncture repairs, brake and gear adjustments, and cycle helmet fittings. Cycling UK also assisted with route planning, club information and leisure cycling advice as well as funded community projects, membership and campaigns. The event sought to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to educating the next generation to reduce vehicle uptake.

Folkestone and Hythe District Council maintained its collaborative relationship with the bicycle clubs [Folkestone Cycling Club and Folkestone Velo Club](#). The two organisations

offer cycling activities such as: club rides, touring, time trials, road racing, track racing, sportives, cyclo-cross, mountain biking, and charity events. The Council's relationships with the businesses seek to encourage use of alternative and accessible forms of travel between neighbouring towns and villages across the South East region, whilst helping District residents lead active lifestyles and limit vehicular emissions, benefitting air quality.

The District, alongside neighbouring and far-reach Council jurisdictions, remained to be host to the [National Cycle Network \(NCN\)](#) in 2024, as well as having a Local Cycle Network (LCN) that forms the connections between the NCN and destinations such as small town centres and villages. Core routes are [NCN17](#) towards Hawkinge and Kent Battle of Britain Museum, and [NCN2](#) between Dover to St Austell, a scenic cycling route for approximately 361 miles that passes through Folkestone and Hythe. Improvements to routes have included safer junctions, better route legibility, widening/protecting cycle lanes, resurfacing of unstable areas and improved signage for oncoming vehicles to reduce speeds, thus enabling safer access for walkers and cyclists. The NCN provides a strategic network for the county with connections to key destinations, towns, villages, transport hubs, employment and housing areas with long distance trails and loops that support the visitor economy in the district whilst encouraging active transportation methods as alternatives to vehicle trips, seeking to limit pollutant emission release across the district.

During 2024 Folkestone and Hythe District Council maintained promotion of the [Click2Cycle](#) innovative bike sharing service. The scheme replicates notable cycle sharing schemes found in large metropolitan areas (e.g., Santander Cycles, Mobike, Lime) and compliments the coastal cycling routes, connecting Folkestone and Hythe to wider Kent and broader South-East and South-West regions. The initiative offers Folkestone and Hythe residents and visitors a carbon-neutral, flexible and cost-effective alternative to other modes of transport, more convenient for point-to-point journeys whilst seeking to lower the district's environmental footprint. Therefore, attempting to raise profile of alternative and accessible forms of sustainable travel to transport challenges whilst supporting individuals in leading healthier lifestyles and limiting vehicular emissions, thus reducing air quality concentrations across the district.

In November 2024, the Council continued its collaborative working relationship with Kent County Council, to establish a relationship with [CycleHoop](#). The aim was to deliver two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone. The structures are a component of a one-year trial initiated through

residents' requests for secure bicycle parking facilities. The scheme seeks to encourage active and sustainable travel in the district, whilst demonstrating the Council's commitment to tackling the declared climate emergency, with plans for expansion across the area into 2025 if successful. More information can be found at [Clifton Crescent Bicycle Parking Facilities](#).

Throughout 2024 the local authority continued to promote the existing [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), which identifies key areas across the Council jurisdiction with high propensity for walking and cycling. Identified routes experience high commuting levels due to key destinations including the population centres as well as existing routes and geographical attractions such as the [King Charles III England Coast Path - South East](#) and Kent Downs AONB. It is proposed that greater active travel infrastructure is established to support further adoption of the LCWIP comparative to vehicle commuting in these areas, therefore reducing emissions released. To align with LCWIP actions, proposed and planned development schemes are referenced in [Places and Policies Local Plan 2020, Core Strategy Review 2022, Carbon Action Plan, Climate and Ecological Emergency Briefing Note 2024](#) and [Folkestone and Hythe District Planning Information](#). The ongoing schemes and those designated for construction will improve transport infrastructure in the district through provision of more sustainable travel methods, increasing access to safer walking and cycling routes alongside enhancements in physical safety for pedestrians and cyclists. Therefore, making active transport and the district more accessible and attractive for residents and visitors alike, whilst contributing to local environmental goals through pollutant emission reduction.

Following a £25,000 grant from [Active Travel England Capability Fund](#) to update the existing [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) for the Folkestone and Hythe District, the Council undertook a public consultation period throughout March-April 2024 which obtained views on preferred cycling and walking routes, including those used by residents using a wheelchair or mobility aid in the district. The consultation sought to provide invaluable local knowledge and understanding of the challenges and opportunities for active travel improvements across the district, with improvement in air quality a core focus through reducing congestion. Thus, enhancing physical and mental health of residents and tourists whilst supporting the local economy by limiting the strain on healthcare services from respiratory admissions attributable to

poor air pollution. The Council intends to continue work on the district wide LCWIP into 2025, with aims of publication prior to the 2026 ASR.

Folkestone and Hythe District Council work collaboratively with Kent County Council and neighbouring local authorities in 2024 on the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\)](#) with the draft KCWIP document released in August 2024, and presented to [Members of the Environment and Transport Cabinet Committee](#) for approval on 19th September 2024. In November 2024, 'The Cabinet Member for Highways and Transport' approved the first publicly released version of the KCWIP. The document seeks to showcase the county's response to climate change, inclusive of air quality, as well as create a prioritised programme of infrastructure interventions and improvements for future investment, considering existing plans, strategies, and priorities across the county. Folkestone and Hythe District Council's cooperation in producing the Countywide KCWIP highlights its commitment to improving cycling and walking infrastructure within its jurisdiction as well as the wider Kent region in parallel with reducing pollutant concentrations across the area.

The Council continued to promote the cycling initiative '[Bikeability](#)' in 2024, partnered with [Kent County Council](#) and [Kent Road Safety](#). The scheme, focussed on school children and adults, involves frequent cycling proficiency courses and has educated circa 100,000 people since its launch in 2006/2007. The initiative has centred on three core stages, Bikeability: Level 1, Level 2 and Level 3, with individuals required to meet specific criteria to enable being accredited the awards. There is also 'Bikeability Balance' and 'Bikeability Learn to Ride' levels which bode a suite of courses to meet needs and specifically to complement and support the core training delivered. The scheme also offers 'Bikeability Families' and 'Cycle Confidence' courses which provide parents/carers skills to cycle safely with children whilst improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake through road safety assurance. This programme seeks to encourage the uptake of cycling across the District, therefore, seeking to reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations.

In September and October 2024 Folkestone and Hythe District Council promoted and facilitated the '[World Car Free Day](#)' and '[Cycle to School Week](#)' respectively. The 'World Car Free Day' highlights numerous benefits of going car-free to citizens, including reduced air pollution and the promotion of walking and cycling in a safer environment. 'Cycle to School Week' aims to promote and celebrate cycling as a healthier and greener mode of

transport, encouraging active transportation uptake across all generations with families swapping car pedals for cycle pedals on school visits, as well as engaging in general cycle rides, and discovering new areas to cycle. The Council's promotion of the 'World Car Free Day' and 'Cycle to School Week' reiterates its focus to reduce pollutant concentrations imminently across the district whilst facilitating this through actions of longevity by targeting future generations.

Aligned with 2024 promotion of active travel to commute instead of combustion vehicle use, the local authority continued to encourage home working across the district, where possible and practicable. Thus, seeking to reduce unnecessary combustion vehicle trips and subsequent pollutant emissions.

Folkestone and Hythe District Council actively encourages developers at the planning stage to install electric charging points for Electric Vehicles (EVs) or consider suitable infrastructure to allow for future cost-efficient installations.

During 2024, the Council continued its collaborative relationship with EV provider [Connected Kerb](#). The joint programme, led by Kent County Council, seeks to deliver approximately 600 new EV chargers across the region, significantly improving access to EV charging for residents, businesses and the >65 million tourists who visit Kent annually, as per [Visit Kent](#). A total of [103 EV Rapid Chargers](#) have been implemented across Folkestone and Hythe in 26 public car parks, with the upgrade of the six existing points and the 23 charging points provided by commercial businesses. Approximately 75% of the charge points installed were funded by Kent County Council, with Connected Kerb funding the remaining 25%. With over 1/6 EV chargers being implemented in the district, it demonstrates on a local scale that Folkestone and Hythe District Council has continually evidenced to Kent County Council the necessity to improve air quality for residents and visitors in the area, with prioritisation on reducing pollutant concentrations coinciding with improvements in individuals' health. Therefore, promoting environmental quality, limiting future resource strain on healthcare provisions, and enhancing lifespan longevity. The EV charge points have also been installed to assist vehicle owners in Folkestone and Hythe convert from internal combustion vehicles to EVs, as well as benefit tourism with the District ranked fifth in Kent for frequency of visits, as per [Tourism Industry Statistical Bulletin](#). As more residents and tourists use electric vehicles, communities will benefit from improved air quality and lower their carbon footprint, supporting the climate emergency declared by the Council. EV users can view the current charging points in Folkestone and Hythe at [zap-map.com](#).

In 2024 the Council promoted the air quality monitoring platform [Kent Air](#), in conjunction with Kent and Medway Air Quality Partnership (KMAQP) which have developed Air Quality Planning Guidance (AQPG) for partner local authorities, developers and consultants in response to changes in national planning policy. The portal seeks to educate locals at grassroot level on the existing air quality conditions within the Kent region through issued local authority reports as well as the impact development and sustainable transport such as EVs have on air pollutant concentrations within the district. Information is also provided with regards to associated health benefits of active transportation, in comparison to use of combustion vehicles. Therefore, encouraging a cleaner, greener District that supports the [Carbon Action Plan](#) and [Climate and Ecological Emergency Briefing Note 2024](#).

Folkestone and Hythe District Council maintain to publish historic and recent ASRs on their [Air Quality Website](#), to facilitate education of local population on air pollutant concentrations and overall air quality conditions within the district. Thus, encouraging individuals to take responsibility for their contributions to emission release and partake in positive action to evolve habits (e.g. cycle instead of drive to employment).

During 2024 Folkestone and Hythe District Council worked in collaboration with Kent County Council to progress a programme of installing approximately 10,000 EV on-street charging points across the District and broader region. The programme has a particular focus on charging points on residential streets in rural and remote areas with electric grid constraints, where higher uptakes of EVs are forecast and communities without or with limited access to off-street parking. The scheme, funded by Department for Transport's Local Electric Vehicle Infrastructure (LEVI) Fund, is ongoing and will significantly expand on an already growing network of on and off-street EV charging points in Folkestone and Hythe and neighbouring Councils. More information is available at [Kent County Council On-Street EV Charging](#).

Throughout 2024, the Council cooperated with Kent County Council to review United Kingdom (UK) Government guidance regarding installation of cross-pavement EV charging solutions following release of the [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#) which seeks to help residents without driveways or private parking to purchase and install EV charge points at residential properties if they are also installing a cross-pavement charging solution. The collaboration also involves reviewing policies to determine if and how the safe and effective use of cross-pavement solutions can be integrated into highway authority function. To inform this work, a small-scale trial has been planned for Spring 2025, with cross-pavement solutions set to be

installed outside of volunteer residential properties across Folkestone and Hythe District, as well as neighbouring local authorities. The trial will focus on a variety of concerns regarding cross-pavement charging solutions, with more information available at [KCC On Street EV Charing Points](#):

- Pedestrian safety;
- Planned and reactive street works;
- Asset ownership;
- Checks and compliances; and
- Liabilities and impact on residential parking.

Folkestone and Hythe District Council will review alongside Kent County Council to confirm whether installation of cross pavement EV charging solutions will be permitted in the district. The grant and scheme seek to establish greater EV charging infrastructure across the district to facilitate higher EV uptake.

Folkestone and Hythe District Council has also encouraged Low Emission Vehicle (LEV)/ Ultra Low Emission Vehicle (ULEV) adoption across the district during the 2024 monitoring year, with infrastructure to support the uptake of ULEVs being implemented.

The Council continued to promote its established main rail network throughout 2024 with the branch line to London from Folkestone Central Station one of the area's core railway routes.

Throughout 2024 Folkestone and Hythe District Council worked collaboratively with Kent County Council and Network Rail to progress and deliver schemes aligned with the >£1.25 billion '[South-East Railway Upgrade Programme](#)', with redevelopment of rail travel for the county of Kent in response to the climate emergency declared in July 2019. The programme set out the Council's transport infrastructure priorities between 2019-2024, with additional planned £1.35 billion investment between 2025-2030. The structural amendments to Folkestone and Hythe's railway infrastructure seeks to allow easy interchange with other modes of public and active transport, promoting a greener, cleaner District and broader, South East region whilst highlighting the benefits of well-connected and more frequent public transport services on air quality comparative to private vehicle use to commute. Developments proposed and completed, inclusive of but not limited to, are:

- Track and Junctions – Investment of >£310 million to replace >60km of track and equipment at 60 key junctions across the route. An additional £44 million will be invested to upgrade drainage systems to maintain track quality and be more resilient in the face of extreme weather;
- Signalling – Investing >£309 million to replace and improve signalling systems in Kent and South East London to give passengers better journeys with fewer delays as well as tackle the Climate Emergency, by encouraging modal shift from car to rail;
- Stations and Buildings – Circa £128 million investment to improve and modernise stations and buildings for passengers and railway staff, thus aiming to reduce pollutant emission contributions from the dominant alternate transport method, private vehicles, by increased alternate transport infrastructure which will accommodate appropriately for greater passenger volume;
- Bridges and Tunnels – £213 million investment to replace or refurbish structures on the route, including underbridges, overbridges, footbridges and tunnels to deliver safe access routes to the stations/ platforms, therefore encouraging railway use instead of private vehicles and reducing associated air pollutant emissions; and
- Embankments and Cuttings – Investment of circa £133 million to strengthen embankments and cuttings on the South-East route, seeking to limit passenger delays through future proofing historic failed structures and promote reliable alternate transportation. Thus, limiting private vehicle use and associated air pollutant contributions;
- 2025-2030 plans include replacing ageing equipment with new and more reliable technology to support improving train performance and to keep Folkestone and Hythe, as well as broader Kent, at the forefront of the sustainable travel sector.

Conclusions and Priorities

During 2024, the NO₂ annual mean objective was not exceeded at any monitoring location within Folkestone and Hythe. This is a continuing trend that has been observed across the district since 2020. The Council will continue to use the passive monitoring network to monitor air quality within the district and ensure compliance is maintained with the annual and 1-Hour NO₂ objectives into 2025 and onwards.

The maximum predicted PM_{2.5} background concentration in 2024 is well below the current annual mean target of 20.0µg/m³. The concentration in 2024 is predicted to be 7.3µg/m³,

which is a decrease from the predicted concentration in 2023 of $10.1\mu\text{g}/\text{m}^3$. Therefore it is anticipated that if this trend continues the $\text{PM}_{2.5}$ background concentration will be below the target of $10.0\mu\text{g}/\text{m}^3$ that is not to be exceeded at any monitoring station by 31st December 2040. It is recommended as good practice and to further reduce $\text{PM}_{2.5}$ pollutant emissions that Folkestone and Hythe District Council considers further actions as well as continuing those implemented already to reduce $\text{PM}_{2.5}$ across the district. It is acknowledged that the Council are working positively towards improving and maintaining good air quality for the population.

Four major developments have been identified as having scope to impact air quality concentrations reported across the district in 2024 and onwards. Further details regarding the developments can be found in Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC.

The following actions are considered to be key priorities in ensuring the air quality conditions within Folkestone and Hythe continue to comply with the relevant objectives:

- Continue to review the current monitoring programme, exploring the need to deploy new monitoring locations in areas where monitoring has not previously been undertaken and where it is believed that there may be elevated concentrations of NO_2 in areas of relevant public exposure;
- Work collaboratively with suppliers to improve social housing stock properties within the District supported through [Social Housing Decarbonisation Fund \(SHDF\)](#) affordable warmth initiative, thus making them more energy efficient whilst educating individuals in development of a cleaner and more environmentally sustainable District through facilitating carbon reducing measures and methods of limiting air pollutant emissions;
- Work collaboratively with Kent County Council and neighbouring local authorities to support the [‘Solar Together Kent’](#) scheme, installing solar panels on residential properties, small businesses and charities thus generating electricity without emitting pollutants, unlike fossil fuel-based power, and reducing the broader carbon footprint of the region in line with the declared climate emergency;
- Actively engage with developers at planning application stages to promote the installation of electric vehicle charging or alternatively, provide suitable infrastructure to allow for future cost-efficient installations;
- Implementation of EV cross-pavement charging points across the District aligned with [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#) in

collaboration with Kent County Council and [Connected Kerb](#) to encourage EV uptake and reduction in combustion engine vehicle use across the area;

- Greater progression and completion of proposed and ongoing development aligned with [South-East Railway Upgrade Programme, Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), and [Kent Cycling and Walking Infrastructure Plan \(KCWIP\)](#) to improve rail and road infrastructure that will provide an integrated transport network which facilitates the efficient movement of pedestrian and vehicular traffic, goods, and services across the District;
- Continue to reduce the volume of traffic on the district's roads by encouraging effective active transport methods (e.g. public transport, cycling, and walking) – for example: promote actions aligned with the [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) and [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#);
- Continue to improve the existing walking and cycling network through progressing development funded by recent acquisition; and
- Implement measures to support the [Carbon Action Plan](#) and [Climate and Ecological Emergency Briefing Note 2024](#) to further reduce concentrations of NO₂ and PM.

How to get Involved

Given the main source of air pollution across Folkestone and Hythe is from transport sources, the public can support the reduction in air pollutant(s) release and improve air quality within the district by participating in active travel.

Folkestone and Hythe District Council have progressed additional public engagement work in 2024 through the below schemes, although the engagement schemes in 2023 are still active:

- The collaborative relationship with Kent County Council and [Connected Kerb](#) to roll out a programme of charging points for EVs across the District and neighbouring local authorities, with 103 successfully implemented in Folkestone and Hythe and approximately 600 EV charging points scheduled for implementation in total across the region. Thus, seeking to support public uptake of LEVs/ULEVs across the district.
- Seeking to acquire suppliers for collaboration in enhancing the Districts EV charging network with circa 10,000 EV charge points scheduled for implementation

delivered through investment from the Local Electric Vehicle Infrastructure (LEVI) fund from the UK Government;

- Collaborated with Kent County Council and local residents to install cross-pavement EV charging points within the District supported by [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), thus facilitating EV infrastructure access for residents without driveways or private parking to install EV chargers;
- Improved housing conditions through [Social Housing Decarbonisation Fund \(SHDF\)](#) affordable warmth initiative, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in pollutant emissions across the District and empower communities to take action and control their energy and environmental future;
- Completed and progressed development supported via investment through the [South-East Railway Upgrade Programme](#) to further enhance adoption and utilisation of the public transport network;
- Continued promotion of active transport uptake and sustainable travel through the establishment of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone, delivered by [CycleHoop](#);
- Established collaborative relationships with bicycle mechanic '[Dr Bike](#)' through [Cycling UK](#) and hire business [Click2Cycle](#) as well as the bicycle clubs [Folkestone Cycling Club and Folkestone Velo Club](#) to improve cyclists riding ability, bike safety and overall confidence, thus encouraging greater active transportation uptake through road safety assurance;
- Promotion of active transport uptake through the '[World Car Free Day](#)' and '[Cycle to School Week](#)';
- Enhanced existing NCN and LCN routes as well as CWZs such as [NCN2](#) and [NCN17](#), to enable safer access for walkers and cyclists with improved junctions, better route legibility, widening/protecting cycle lanes, resurfacing of unstable areas and improved signage for oncoming vehicles to reduce speeds;
- Enhancement and further endorsement of the cycling initiative '[Bikeability](#)', as well as [Click2Cycle](#) innovative bike sharing service respectively; and
- Adoption of [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) and collaboration in producing the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\)](#) to facilitate and encourage greater active transportation uptake through improving cycling and walking

infrastructure within Folkestone and Hythe in parallel with reducing pollutant concentrations across the area.

The following measures are possible alternatives to private travel and actions that everyone can complete that would contribute to improving air quality across the district:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the volume of vehicles and limits congestion;
- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and there is the added health benefits through exercise;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the volume of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools;
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel-efficient cars are available, and all have different levels benefits by reducing the amount of emissions being released; and
- Asking your employer, school or college about the possibility of developing a green travel plan.

Folkestone and Hythe District Council are continuously working with local businesses, charities, developers, tourism bodies, schools, local transport operators and more organisations to develop measures to improve air quality across the district.

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1 Local Air Quality Management

This report provides an overview of air quality across Folkestone and Hythe during 2024. 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 Folkestone and Hythe District 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.

Folkestone and Hythe District Council currently do not have any declared AQMAs. A local Air Quality Strategy is under development to prevent and reduce polluting activities. The Council are in discussions with partners in Public Health, Planning and Transport with formal steering/working groups in place to advance the Strategy. The Air Quality Strategy is in the latter stages of development, but progress has been slower than anticipated, due to staff absences, scheduled and un-scheduled, within the Environmental Protection/Environmental Health department. The authority intends to publish the Air Quality Strategy as final version in September 2025.

Maps of passive monitoring locations within the district are presented in Appendix D: Maps of Monitoring Locations.

2.2 Progress and Impact of Measures to address Air Quality in Folkestone and Hythe

Defra's appraisal (document reference: ASR24-2340) of last year's ASR concluded that:

"The report is well structured, detailed, and provides the information specified in the Guidance."

The following comments were designed to help inform Folkestone and Hythe District Council 2025 ASR:

1. The report was not signed off by a Director of Public Health. It is recommended that future reports be signed off.
 - a. *The Council have acquired Public Health Director approval and sign off for the 2025 ASR. Details can be found in the 'Local Responsibilities and Commitment' section.*
2. The previous years comments were included and directly responded to, which is welcomed.
 - a. *Comments from 2024 ASR have been directly addressed within 2025 ASR.*
3. Although the Council does not have an active AQMA or action plan, they are involved in several initiatives to improve air quality which is encouraging to see.
 - a. *The Council remain committed to several initiatives that seek to improve air quality within the area as discussed within 2025 ASR.*
4. Some increases in concentrations were recorded between 2022 and 2023. These were highlighted in text and possible reasoning discussed. This is good practice.
 - a. *Any concentration decrease or increase between 2023 and 2024 has been referenced and discussed with potential reasoning in 2025 ASR.*
5. The Council does not monitor for PM in the borough. However, they included a good PM section in the report. The Public Health Outcomes Framework (PHOF) D01 indicator showed the PM_{2.5} mortality rate in the region is less than the national average. However, the Defra backgrounds were above the 2040 target of 10µg/m³. The council has stated their intention to introduce new measures to target PM_{2.5} in borough. This is encouraged.

a. The Council has assessed the PHOF D01 indicator within the 2025 ASR, outlining again that PM_{2.5} mortality rate in the region is less than the national average. The local authority remains committed to reducing PM emissions.

0. It was noted that there are instances in the report where NO₂ was not subscripted and µg/m³ not superscripted. Reports should be screened for such errors.

a. The 2025 ASR has been screened for errors flagged to ensure mitigation of faults where possible.

1. Overall, the report was thorough and included all the relevant information. The Council is encouraged to maintain this level of detail and keep up their good work.

a. The Council has sought to produce a thorough 2025 ASR for submission to Defra and maintain its detail orientation for the required air quality annual reporting seasons that are to follow.

Folkestone and Hythe District Council has taken forward a number of direct measures during the current reporting year of 2024 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1. Four measures are included within Table 2.1, with the type of measure and the progress Folkestone and Hythe District Council have made during the reporting year of 2024 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.1.

It is noted that the top three air quality measures presented in Table 2.1 are highlighted as the priority measures for the Council to continue delivering into 2025 and onwards.

As Folkestone and Hythe District Council does not have an AQAP and the Air Quality Strategy is not yet publicly available, further detail regarding existing and new measures can be found in [Folkestone and Hythe District Council Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#), [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#), [Places and Policies Local Plan 2020](#), [Core Strategy Review 2022](#), [Carbon Action Plan](#), [Climate and Ecological Emergency Briefing Note 2024](#), [Folkestone and Hythe District Planning Information](#), and via the hyperlinks provided for measures referenced throughout the ASR 2025.

Key completed measures during 2024 are:

- Local Walking and Cycling Initiatives

- Acquired £25,000 grant from [Active Travel England Capability Fund](#) to update the existing [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) for the Folkestone and Hythe District with public consultation period throughout March-April 2024 obtaining views on preferred cycling and walking routes, including those used by residents using a wheelchair or mobility aid in the District;
 - Collaboration with Kent County Council and neighbouring local authorities to produce the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\) 2024](#);
 - In September 2024 the Council promoted and supported the [‘World Car Free Day’](#) aiming to highlight numerous benefits of going car-free to citizens, including reduced air pollution and the promotion of walking and cycling in a safer environment;
 - In September 2024 the Council hosted [Active Transport Festival](#), which included stakeholders, charities, and businesses promoting uptake of skating, cycling and walking whilst educating individuals on the parallel impact to pollutant emission reduction as well as personal health benefits;
 - Throughout 2024 the local authority advocated the newly established [King Charles III England Coast Path - South East](#), with particular focus on the [Folkestone Harbour Arm](#). The ‘pathway’ involves various integrated walking and cycling routes that connect to the broader Kent region and wider England, encouraging active transportation uptake;
 - November 2024 saw implementation of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone ([Clifton Crescent Bicycle Parking Facilities](#)) alongside Kent County Council and [CycleHoop](#); and
 - During October 2024 the Council supported and facilitated the [‘Cycle to School Week’](#) which aimed to promote and celebrate cycling as a healthier and greener mode of transport, encouraging active transportation uptake across all generations with families swapping car pedals for cycle pedals on school visits, as well as engaging in general cycle rides, and discovering new areas to cycle. The scheme sought to also improve participants riding ability and overall confidence, thus encouraging greater active transportation uptake through road safety assurance.
- Carbon and Pollutant Emission Reduction

- Hosted two Folkestone and Hythe Sustainable Futures Forum events with business operators sharing resources, waste products and skills to make Folkestone more energy efficient and sustainable alongside eight speakers from the community benefitting from bespoke TEDx-style coaching on environmental topics;
- Worked collaboratively with Kent County Council, neighbouring Kent local authorities and iChoosr on the [‘Solar Together Kent’](#) scheme to install a minimum of 664 solar panels across residential properties, small businesses and charities, with accompanying battery storage, as well as 10 new battery installations for residential properties with existing solar panels installed. Thus, improving air quality across the area by generating electricity without emitting pollutants, unlike fossil fuel-based power and in alignment with the [Carbon Action Plan](#). Evidencing the Council’s commitment to tackling the declared climate emergency; and
- Utilised Wave 1 and Wave 2.1 Grants of the [Social Housing Decarbonisation Fund \(SHDF\)](#) to continually improve properties by installing energy saving measures and provide home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in carbon and pollutant emissions across the district.
- Electrical Vehicle (EV) Infrastructure
 - Implementation of 103 EV charging points across Folkestone and Hythe in 26 public car parks, with the upgrade of the six existing points and the 23 charging points provided by commercial businesses through collaborative relationships alongside Kent County Council and [Connected Kerb](#);
 - Throughout 2024 maintained collaborative relationship with Kent County Council to progress programme of installing approximately 10,000 Electric Vehicle (EV) on-street charging points across the District and broader region; and
 - During 2024 Folkestone and Hythe District Council alongside Kent County Council reviewed installation of cross-pavement EV charging solutions aligned with the [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), aimed to assist residents without driveways or private parking to purchase and install EV charge points at residential properties. Cross-pavement charge points are planned for installation in a Spring 2025

trial to understand concerns regarding cross-pavement charging solutions whilst assisting vehicle owners convert from internal combustion vehicles to EVs, with more residents using electric vehicles, communities will benefit from improved air quality and lower their carbon footprint.

- Local Transport Plan 5 (LTP5)
 - Established collaborative relationship with Kent County Council to create Thematic Working Groups inclusive of a Climate and Environmental Emergency Group, which will support the production of the Local Transport Plan 5 and provide a forum for exploring opportunities to be incorporated within the plan.
- Fleet Efficiency and Recognition Scheme
 - Arranged replacement of combustion fleet vehicles with Electric Vehicles (EVs), and extended EV trials to other teams beyond Environmental Protection Department.

Folkestone and Hythe District Council expects the following measures to be completed over the course of the next reporting year:

- Final issue and adoption of the Air Quality Strategy for the district in September 2025;
- Completion of [Phase 2 Wave 2.1 SHDF](#) with 180 homes set for energy efficient improvements by Q4 2025, totalling 425 homes that will have benefitted from the SHDF scheme and Council contributions, costing £8.2 million collectively. Thus, educating individuals in development of a cleaner and more environmentally sustainable district through facilitating carbon reducing measures and methods of limiting air pollutant emissions;
- Conclude the 1-year trial alongside [CycleHoop](#) to determine expansion, maintenance or removal of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone ([Clifton Crescent Bicycle Parking Facilities](#));
- Update the existing [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) for the Folkestone and Hythe District and issue a new release in 2025;
- In accordance with [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), conduct the cross-pavement EV charging trial in Spring 2025 to ascertain applicable health and safety concerns and solutions to issues presented from the EV strategy; and

- Supplier(s) of EV charging infrastructure to be formally appointed for delivery alongside Kent County Council, supported by the LEVI Fund.

Folkestone and Hythe District Council's priorities for the coming year are:

- Deliver the Air Quality Strategy final version in September 2025;
- Issue the latest version of existing [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) for the Folkestone and Hythe District;
- Deliver a further 180 homes through the [Phase 2 Wave 2.1 SHDF](#) with energy efficient improvements by Q4 2025. Thus, empowering communities to take action and control their energy and environmental future, reducing energy demands and pollutant concentrations, improving air quality;
- Continue installation of solar panels funded through the [‘Solar Together Kent’](#) scheme which will improve air quality across the area by generating electricity without emitting pollutants, unlike fossil fuel-based power, and is in alignment with the [Climate and Ecological Emergency Briefing Note 2024](#) and [Carbon Action Plan](#);
- Conclude the Spring 2025 cross-pavement EV charging strategy in accordance with [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), to ascertain applicable health and safety concerns and solutions to issues presented from the EV strategy;
- To facilitate the [‘Cycle to School Week’](#) and [‘World Car Free Day’](#) events again throughout 2025, promoting and celebrating cycling as a healthier and greener mode of transport, as well as improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake across all generations through road safety assurance;
- Continued promotion in 2025 of the [Click2Cycle](#) innovative bike sharing service, and cycling initiatives [‘Bikeability’](#) and [Folkestone Cycling Club and Folkestone Velo Club](#) to encourage the uptake of cycling across the District. Therefore, seeking to reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations;
- Re-host [Active Transport Festival](#) alongside [Cycling UK](#) to facilitate a [‘Dr Bike’](#) clinic for free minor repairs, safety checks and maintenance advice with demonstrations in puncture repairs, brake and gear adjustments, and cycle helmet fittings. Seeking to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to educating the next generation to reduce vehicle uptake;

- Progress construction of the >£1.25 billion [‘South-East Railway Upgrade Programme’](#), with redevelopment of rail travel for the county of Kent in response to the climate emergency declared in July 2019 supported through additional £1.35 billion investment between 2025-2030. Structural amendments to Folkestone and Hythe’s railway infrastructure seeks to allow easy interchange with other modes of public and active transport, promoting a greener, cleaner District and broader, South East region whilst highlighting the benefits of well-connected and more frequent public transport services on air quality comparative to private vehicle use to commute. Thus, offering alternative transportation methods for increased volume of people to reduce frequency of single trip private vehicle use and subsequent pollutant emission release;
- Conclude the 1-year trial alongside [CycleHoop](#) to determine expansion, maintenance or removal of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone ([Clifton Crescent Bicycle Parking Facilities](#));
- Continuation of acquisition and transition from the existing Council owned combustion fleet vehicles to EVs that are cleaner and more efficient, thus reducing pollutant emissions, benefitting the districts air quality and workers/public well-being;
- Completion of the Spring 2025 trial for cross-pavement EV charging solutions aligned with the [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#); and
- Enhancement of the collaborative relationship with [Connected Kerb](#) to deliver more EV charging points across the district aligned with [Kent County Council On-Street EV Charging](#) and the [Carbon Action Plan](#) where practicable.

Progress on the following measures has been slower than expected due to:

- Funding Application Processes – Implementation of upgrades to existing walking and cycling routes, as well as development of new walkways and cycleways have been slower than anticipated due to the onerous funding application process Folkestone and Hythe District Council had to support Kent County Council with as well as subsequent application review processes the UK Government had to undertake before publicly announcing decisions. Further delays to the scheme have been experienced with regards to implementation of necessary processes for

an appropriate supplier being appointed to deliver the works across the district and county;

- Electric Vehicle Infrastructure - The availability of power connection and procurement of charge point operators impede on the volume of EV charge points that can be implemented across the district as well as addressing health and safety concerns with regards to cross-pavement EV charging infrastructure and requirements for a trial survey in 2025 to ascertain solutions;
- Bicycle Parking – Conclusions of trial periods are required to determine the requirement for expansion, maintenance or removal of bicycle parking facilities for local residents and wider Folkestone;
- Fleet Efficiency and Recognition Scheme – Budget constraints within the Council and an awareness of reduced large size EV availability (i.e. vans) to replace existing combustion fleet vehicles across the Council have slowed the acquisition and transition;
- Rail Improvements – Development work on the [South-East Railway Upgrade Programme](#) is ongoing with recently approved additional funding of £1.35 billion between 2025-2030. Delays have been due to acquiring additional budget to complete the works, weather events halting progress with potential unsafe working conditions (e.g. landslides on railway lines), difficulties updating infrastructure for signalling whilst services are operational as well as temporary railway station closures to modernise facilities, both aspects restricting working hours;
- Air Quality Strategy – Engagement with stakeholders and accommodating for associated input has delayed timescales in delivering the document for public consultation, ahead of final version release;
- Local Transport Plan 5 – Collaboration with Kent County Council to produce the document requires organisation between authorities with varying processes and additional quality control and assurance checks necessary comparative to a sole local authority. Furthermore, creation of the Thematic Working Groups to support the review, including a Climate and Environmental Emergency Group, has taken time to establish with the relevant members being onboarded and briefed/trained where necessary.

The principal challenges and barriers to implementation of air quality improvement measures that Folkestone and Hythe District Council anticipates facing in 2025 and onwards are:

- Increased budget constraints to deliver major scale infrastructure improvements to railways and roads, dependent on outcomes of the UK Government's Spending Review;
- Air Quality Strategy is proposed for release in September 2025, however, works to the document may be delayed due to stakeholder input and/or public consultation period(s), which are beyond the Council's control. As such, it may impede on delivery timescales of the final Air Quality Strategy beyond September 2025;
- Reduced large size EV availability (i.e. vans) to replace existing combustion fleet vehicles within the Council;
- Confirming appropriate supplier(s) for the circa 10,000 EV charge points to be delivered across the Kent region, inclusive of Folkestone and Hythe District, through the LEVI fund;
- Addressing safety concerns with regards to cross-pavement EV charging solutions; and
- The availability of power connection and procurement of charge point operators will impede on the volume of EV charge points that can be implemented across the district.

Folkestone and Hythe District Council worked to implement these measures in partnership with the following stakeholders during 2024:

- Active Travel England (i.e. Capability Fund - LCWIP Updates);
- Bikeability (e.g. Cycle to School Week);
- Click2Cycle (i.e. Active Transport - Bicycle Hire);
- Connected Kerb (i.e. EV Charging Infrastructure);
- CycleHoop (e.g. Active Transport – Bicycle Storage (Clifton Crescent Bicycle Parking Facilities));
- Cycling UK (i.e. Active Transport - Dr Bike Sessions);
- Folkestone Cycling Club (i.e. Active Transport);
- Folkestone Velo Club (i.e. Active Transport);
- iChoosr (i.e. Solar Together Kent);
- Kent County Council (e.g. EV Charging Infrastructure, LEVI Fund, Countywide LCWIP);
- Kent Road Safety (i.e. Bikeability);
- Local Neighbouring Authorities (e.g. Local Transport Plan 5);
- National Health Service (NHS);

- Network Rail (e.g. South-East Railway Upgrade Programme);
- Sustrans (i.e. National Cycle Network);
- UK Government (e.g. EV Chargepoint Grant (for Households with On-Street Parking), LEVI, Social Housing Decarbonisation Fund (SHDF)); and
- Zap-Map (i.e. EV Charging Infrastructure).

Table 2.1 – 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
1	Kent and Medway Air Quality Partnership - Air quality working group	Policy Guidance and Development Control	Regional Groups Coordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2015	2025	All Kent local authorities and Medway Council.	N/A	Not Funded	<£10k	Implementation	Reduction in a range of pollutants	N/A	The Kent and Medway Air Quality Partnership have developed Air Quality Planning Guidance for partner local authorities, developers and consultants. Ongoing.	Air Quality Working Group involves key players at senior level in public sector and voluntary sectors
2	Supporting / Encouraging Homeworking	Promoting Travel Alternatives	Encourage / Facilitate home-working	2022	2025	Folkestone and Hythe District Council	N/A	Not Funded	<£10k	Implementation	Reduced Vehicle Emissions	N/A	Ongoing	Accommodation reviews have consolidated building use, which has expanded the opportunities across the Council for more agile working.
3	Making reports on Air Quality available to public	Public Information	Via other mechanisms	2022	2025	Folkestone and Hythe District Council	N/A	Not Funded	<£10k	Implementation	N/A	Annual Reports	Ongoing (Available on Local Authority Website)	N/A
4	Environmental Permits	Environmental Permits	Introduction/ increase of environmental funding through permit systems and economic instruments	2022	2025	Folkestone and Hythe District Council	N/A	Partially Funded	<£10k	Implementation	Various pollutants regulated	100% Inspections	Ongoing	Non-compliant processes are encouraged to comply by lower annual subsistence fees and less regulatory input.

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} Monitoring:

There is not currently any monitoring of PM₁₀ or PM_{2.5} within the district of Folkestone and Hythe. As such, no concentration values can be reported or estimated using the method described in Box 7.7 of [LAQM.TG](#)(22), which provides a way to estimate PM_{2.5} concentrations from PM₁₀ measurements.

PM_{2.5} Background Concentrations:

The current Defra 2024 background maps for Folkestone and Hythe District Council (2021 based)² show that all background concentrations of PM_{2.5} are significantly below the current annual mean target of 20µg/m³. The highest background concentration is predicted to be 7.3µg/m³ within the grid square (1 km x 1 km) with the centroid grid reference 623500, 136500. This grid square encompasses the East of Folkestone, including Folkestone Railway Station, A260 and A2033 both of which are key arterial routes into and through Folkestone, all transportation methods and routes where the PM secondary fraction (formed of gaseous pollutants) constitutes as the key contributor to PM_{2.5}.

The maximum predicted PM_{2.5} background concentration in 2024 is well below the current annual mean target of 20.0µg/m³. The concentration in 2024 is predicted to be 7.3µg/m³, which is a decrease from the predicted concentration in 2023 of 10.1µg/m³. Therefore it is anticipated that if this trend continues the PM_{2.5} background concentration will be below the target of 10.0µg/m³ that is not to be exceeded at any monitoring station by 31st December 2040. It is recommended as good practice and to further reduce PM_{2.5} pollutant

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

² Defra Background Mapping (2021 Based). Available at: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>

emissions that Folkestone and Hythe District Council considers further actions as well as continuing those implemented already to reduce PM_{2.5} across the district. It is acknowledged that the Council are working positively towards improving and maintaining good air quality for the population.

Smoke Control Areas:

Smoke Control Areas (SCAs) are designated zones in which it is an offence to emit smoke from a chimney of a building, from a furnace or from any fixed boiler. It is also an offence to acquire an unauthorised fuel for use within a SCA unless it is used within an exempt appliance (exempted from the controls which generally apply in SCAs). There are currently no SCAs declared within Folkestone and Hythe. However, the Council have outlined if they determine an increase in smoke reports causing a statutory nuisance, they will enforce an SCA with accompanying fines for those who do not comply to the guidelines.

With regards to smoke complaints, a standard letter is sent to the subject providing information regarding the nature of the alleged complaint and requesting their co-operation in this matter. Alongside, a smoke diary is sent to the reporter and in the instance the local authority receives a completed smoke diary, an investigation would be carried out to establish the existence of a statutory smoke nuisance under the Environmental Protection Act 1990. If Folkestone and Hythe District Council establish a statutory nuisance does exist, the local authority will serve a legal abatement notice to abate the nuisance.

Alternatively, the local authority is able to serve a Community Protection Warning (CPW), with a follow up of a Community Protection Notice (CPN) should it meet certain legal thresholds. Furthermore, the council can also prosecute under the Clean Air Act 1993 on trade or industrial business should they produce dark smoke.

During 2024 Folkestone and Hythe District Council received 129 smoke complaints, although this value is not definitive due to logging inaccuracies and duplicates. There were no formal notices served for smoke across Folkestone and Hythe in 2024.

Impact on Human Health:

The Public Health Outcomes Framework (PHOF) data tool³, compiled by Public Health England (PHE) quantifies the mortality burden of PM_{2.5} within England on a county and

³ Public Health England – Public Health Outcomes Framework. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1/gid/1000043/pat/6/ati/501/are/E06000046/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/fip/0>

local authority scale. The 2023 fraction of mortality attributable to PM_{2.5} emissions across Folkestone and Hythe is 4.7%, lower than the Kent regional statistic of 5.1% which is identical to the average for the South-East of England (5.1%). The 2023 fraction of mortality statistics for Folkestone and Hythe (4.7%) and Kent (5.1%) are both lower than the average for England as a whole (5.2%).

Measures to Improve PM_{2.5} Concentrations:

Folkestone and Hythe District Council is taking the following measures to address PM_{2.5}:

- Development of an Air Quality Strategy with expectation to issue the final version in September 2025;
- Actively encouraging large developers at the planning stage to install EV charging points or the consideration of suitable infrastructure to allow for future cost efficient installations;
- Continue installation of solar panels funded through the [‘Solar Together Kent’](#) scheme which will improve air quality across the area by generating electricity without emitting pollutants, unlike fossil fuel-based power, and is in alignment with the [Climate and Ecological Emergency Briefing Note 2024](#) and [Carbon Action Plan](#);
- Progress construction of >£1.25 billion [‘South-East Railway Upgrade Programme’](#), with structural amendments to Folkestone and Hythe’s railway infrastructure to allow easy interchange with other modes of public and active transport. Thus, promoting a greener, cleaner District and broader, South East region whilst offering alternative transportation methods for increased volume of people, to reduce frequency of single trip private vehicle use and subsequent pollutant emission release;
- Utilised Wave 1 and Wave 2.1 Grants of the [Social Housing Decarbonisation Fund \(SHDF\)](#) to improve properties by installing energy saving measures and provide home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in carbon and pollutant emissions across the district. Thus, empowering communities to take action and control their energy and environmental future, reducing energy demands and pollutant concentrations, improving air quality;
- Implementation of 103 new EV charging points across 26 public car parks in the District from the partnership with Kent County Council and [Connected Kerb](#);
- Acquisition of new EVs to the Council owned fleet to progress the transition from the existing combustion fleet vehicles to EVs that are cleaner and more efficient,

reducing pollutant emissions, benefitting the district air quality and workers/ public well-being;

- Greater implementation of EV charge points across the District through a Spring 2025 trial to deliver cross-pavement solutions aligned with [Electric Vehicle Chargepoint Grant \(for Households with On-Street Parking\)](#), aimed to assist residents without driveways or private parking to purchase LEVs/ULEVs and install EV charge points at residential properties;
- Supporting the appointment of supplier(s) for the EV infrastructure enhancement across the district, compensated by the LEVI Fund, alongside Kent County Council to encourage uptake of cleaner vehicles comparative to combustion vehicles; and
- Introduction of strategies within the [Carbon Action Plan](#) to assist achievement of net-zero carbon emissions across the area by 2030 with many of the measures addressing local air quality including PM_{2.5}.

The Council acknowledge that the move to electric vehicles is not the only solution for air quality and associated health concerns due to particulate matter, including PM_{2.5}, being sourced from break and tyre wear. As such, the Council have also implemented alternate initiatives with active travel at the forefront:

- Updating the implemented [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) through £25,000 grant from [Active Travel England Capability Fund](#) to reduce the number of vehicle trips generated by Folkestone and Hythe District and subsequent pollutant emission release, due to its moderate population concentration and related hierarchical position in the South East settlements as well as its associated tourism appeal;
- Hosted [Active Transport Festival](#), alongside [Cycling UK](#) to facilitate a 'Dr Bike' clinic with alternate stakeholders, charities, and businesses to promote uptake of skating, cycling and walking whilst educating individuals on the parallel impact to pollutant emission reduction as well as personal health benefits;
- Implementation of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone ([Clifton Crescent Bicycle Parking Facilities](#));
- Continued promotion in 2025 of the [Click2Cycle](#) innovative bike sharing service, and cycling initiatives '[Bikeability](#)' and [Folkestone Cycling Club and Folkestone Velo Club](#) to encourage the uptake of cycling across the District. Therefore, seeking to

reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations;

- Facilitating [‘Cycle to School Week’](#) which celebrates cycling as a healthier and greener mode of transport, as well as improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake across all generations through road safety assurance;
- Promoting [‘World Car Free Day’](#) which encourages an inclusive community and future collaboration between the Council, schools, local businesses, charities and people by working together to identify opportunities to improve air quality by limiting emission source(s) use whilst encouraging mortality longevity and promoting the area as an enabler of active travel;
- Continual implementation of the [Local Cycling and Walking Infrastructure Plan \(LCWIP\) 2020-2030](#) to reduce the number of vehicle trips generated by Folkestone, Hythe, New Romney and Hawkinge areas and subsequent pollutant emission release, due to the high population concentrations and hierarchical positions in the District’s settlements; and
- Adoption of the [Kent Cycling and Walking Infrastructure Plan \(KCWIP\)](#) in August 2024.

The Environmental Protection Team of Folkestone and Hythe District Council continues to work collaboratively alongside industrialised organisations in the district with activities permitted by the Council, subject to regular inspections. Inspections are undertaken to establish where combustion and non-combustion processes could lead to anthropogenic emissions of PM_{2.5}, thus worsening air quality. The Council seeks to reduce, if not eliminate, additional anthropogenic PM_{2.5} emissions by ensuring that they inspect and review industrialised activities and implement appropriate mitigation where necessary.

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

This section sets out the monitoring undertaken within 2024 by Folkestone and Hythe District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2020 and 2024 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Folkestone and Hythe District Council did not undertake any automatic (continuous) monitoring during 2024.

3.1.2 Non-Automatic Monitoring

Folkestone and Hythe District Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 18 sites during 2024. Table A.1 in Appendix A presents the details of the non-automatic sites. Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

During 2024, the diffusion tube network was somewhat well maintained, with tubes deployed and collected in line with the LAQM calendar dates (± 2 days) during January-September, and November. In December 2024 diffusion tubes were exposed shorter than the recommended 4 weeks (3 weeks and 2 days), and October 2024 tubes were over exposed across the monitoring period (5 weeks and 5 days). Therefore, in accordance with Section 3.2.5 in [DEFRA Diffusion Tube for Ambient NO₂ Monitoring Guidance](#) and Section 7.199 in [LAQM.TG\(22\)](#) monitoring data obtained in October 2024 was excluded from analysis (see Appendix C for details). All sites achieved data capture of 80% or greater with the exception of DTs 11, 12 and 14. As such, DTs 11, 12, and 14 fall within the threshold for annualisation, owing to the fact that the tubes were not returned to SOCOTEC Didcot having been stolen and/or lost in transit reported by the local authority with certain data also rejected due to overexposure, and tubes being tampered with

between April, June-December 2024. Thus, there was insufficient data capture at the locations, 57.8% at Site ID 11 and 72.8% at Site IDs 12 and 14 respectively. Post consideration of missing data and intentional excluded data there is an average data capture of approximately 83.8% across all sites.

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.2 and Figure A.1 - Figure A.2 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).

Figure A.1 - Figure A.2 highlight a decreasing trend in NO₂ concentrations reported across Folkestone and Hythe between 2020-2024, albeit in 2021 and 2022 there are increases shown. These could be attributable to a return to normalised traffic conditions post COVID-19 lockdown (March 2020) where UK Government advice was given to stay at home where possible, resulting in decreased levels of traffic observed across the UK, and as such, reduced annual mean NO₂ concentrations recorded.

Of the 18 sites that made up the diffusion tube monitoring network in 2024, the NO₂ annual mean concentration decreased at 16 locations, with the exception of DT 10 and 17 equating to a reduction in pollutant concentration at 88% of sites from 2023. This is identical to 2023, which reported 88% reduction in pollutant concentrations across all sites from 2022.

There was no change in concentration reported at DT 10 between 2023 and 2024. The increase in concentration reported between 2023 and 2024 at DT 17 is most likely attributable to positioning on St Andrews Road in a coastal, residential area of Littlestone-On-Sea. Given the route feeds into Coast Road which extends north to join A259 at St

Mary's Bay and south towards popular coastal destination Dungeness, the route lends itself to potential increased vehicular traffic and subsequent emissions, particularly during the spring/ summer periods with 'coastal tourism'. The location may also be susceptible to increased annual NO₂ concentrations through contribution from idling vehicles as it is located within a residential area near to driveways and is in close proximity to Littlestone Golf Club.

The maximum decrease in NO₂ concentration between the 2023 and 2024 monitoring years was 4.6µg/m³ at DT 9, located on Cherry Garden Avenue (A2034) in Cheriton, North Folkestone.

The maximum concentration in 2024 was recorded at DT 4 with 18.8µg/m³, 21.2µg/m³ below the annual mean NO₂ air quality objective (40.0µg/m³). DT 4 is a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum concentration in the 2022, 2023 and 2024 ASRs, 26.2 µg/m³, 25.1 µg/m³ and 22.8 µg/m³ respectively.

Within the last five years (2020-2024), the maximum reported annual mean NO₂ concentration remains below 10% of the AQO objective, 36.0µg/m³. Therefore, all passive monitoring sites are compliant and not expected to exceed or be an area of concern, as such there is sufficient monitoring evidence to not declare an AQMA in the District. The Council are developing an Air Quality Strategy, with intention to publish the final version in September 2025.

The average data capture across all monitoring locations during 2024 is lower than reported in 2023, 83.8% compared to 94.9%. It is acknowledged that the highest annual mean NO₂ concentration reported in Folkestone and Hythe within the last five years was 26.2 µg/m³ in 2021. Therefore poor data capture has not been critical to determining that the local authority meet the annual mean NO₂ objective of 40.0 µg/m³ given continued reporting below 10% of the annual mean objective (36.0 µg/m³).

For diffusion tubes, the full 2024 dataset of monthly mean values is provided in Appendix B. The monitoring regime followed the Defra diffusion tube calendar dates, as such, there is a degree of certainty surrounding the monitoring results provided.

It is possible to infer the risk of exceedances of the 1-hour mean NO₂ objective at diffusion tube monitoring [sites. LAQM.TG\(22\)](#) provides an empirical relationship that states exceedances of the 1-hour objective are unlikely when the annual mean concentration is below 60.0 µg/m³. Given that the highest recorded annual mean concentration at any of

the diffusion tube monitoring sites is $18.8 \mu\text{g}/\text{m}^3$ in 2024, and the highest in the last five years is $26.2 \mu\text{g}/\text{m}^3$ in 2021, it is possible to conclude that there have been no exceedances of the hourly mean NO_2 objective at all monitoring locations in the last five years.

3.2.2 Particulate Matter

Particulate Matter (PM_{10}) was not monitored by Folkestone and Hythe District Council in 2024.

3.2.3 Particulate Matter

In 2024, Particulate Matter ($\text{PM}_{2.5}$) was not monitored by Folkestone and Hythe District Council.

3.2.4 Sulphur Dioxide

Sulphur Dioxide (SO_2) was not monitored by Folkestone and Hythe District Council in 2024.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Cheriton Road	Roadside	622400	136100	NO ₂	No	1.0	1.2	No	3.0
DT2	Cheriton Place	Roadside	622584	135820	NO ₂	No	5.0	1.8	No	2.6
DT3	Wear Bay Road	Roadside	609964	135279	NO ₂	No	11.5	3.0	No	3.5
DT4	Black Bull Road	Roadside	612900	138200	NO ₂	No	1.0	5.0	No	3.0
DT5	Martello Cottages	Roadside	622734	136769	NO ₂	No	7.0	10.0	No	2.5
DT6	Cold Harbour	Roadside	614552	134012	NO ₂	No	178.4	3.4	No	2.0
DT7	Oak	Roadside	622396	136976	NO ₂	No	6.0	3.5	No	2.6
DT8	Stanford North	Urban Background	612964	136190	NO ₂	No	N/A	N/A	No	2.0
DT9	Cherry Garden Avenue	Roadside	621248	137352	NO ₂	No	7.5	8.0	No	2.5

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)
DT10	Martins Cottages	Roadside	604116	124888	NO ₂	No	1.2	1.0	No	2.5
DT11	Hawking	Roadside	621436	139593	NO ₂	No	1.2	1.0	No	3.0
DT12	Horn Street	Kerbside	618860	135899	NO ₂	No	1.0	1.0	No	2.0
DT13	Kennett Lane	Rural	612481	137978	NO ₂	No	91.0	0.0	No	2.0
DT14	Princes Parade	Roadside	618727	134797	NO ₂	No	39.0	1.0	No	2.0
DT15	Dixiwell	Roadside	621361	135511	NO ₂	No	15.0	0.0	No	2.0
DT16	Seabrook Road	Roadside	618680	134977	NO ₂	No	8.0	0.0	No	2.0
DT17	St Andrews Road	Roadside	608206	124832	NO ₂	No	21.5	0.0	No	2.0
DT18	Littlestone Road	Roadside	607675	124699	NO ₂	No	16.3	0.0	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean NO₂ Monitoring Results: Non-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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
DT1	622400	136100	Roadside	81.2	81.2	18.3	21.6	20.0	18.9	17.0
DT2	622584	135820	Roadside	89.2	89.2	15.6	16.7	16.7	15.4	13.0
DT3	609964	135279	Roadside	89.2	89.2	14.2	13.2	15.0	13.2	12.4
DT4	612900	138200	Roadside	89.2	89.2	22.6	26.2	25.1	22.8	18.8
DT5	622734	136769	Roadside	81.7	81.7	19.6	20.9	21.0	19.8	15.3
DT6	614552	134012	Roadside	89.2	89.2	9.7	9.9	10.8	9.4	7.4
DT7	622396	136976	Roadside	89.2	89.2	13.9	16.0	15.9	14.6	12.4
DT8	612964	136190	Urban Background	80.4	80.4	13.7	12.6	13.0	11.1	9.4
DT9	621248	137352	Roadside	89.2	89.2	19.7	23.2	22.2	21.8	17.2
DT10	604116	124888	Roadside	89.2	89.2	13.1	14.0	14.4	11.8	11.8
DT11	621436	139593	Roadside	57.8	57.8	14.5	16.8	16.0	15.3	14.5
DT12	618860	135899	Kerbside	72.8	72.8	14.1	14.7	14.8	14.2	12.4
DT13	612481	137978	Rural	89.2	89.2	10.9	10.8	11.0	9.3	8.0
DT14	618727	134797	Roadside	72.8	72.8	12.9	13.2	14.0	15.1	12.6
DT15	621361	135511	Roadside	89.2	89.2	20.1	20.2	20.3	19.5	17.4
DT16	618680	134977	Roadside	89.2	89.2	14.4	18.0	15.8	14.7	12.1

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
DT17	608206	124832	Roadside	89.2	89.2	9.9	9.6	9.8	8.9	9.0
DT18	607675	124699	Roadside	80.4	80.4	14.0	15.3	12.6	14.1	11.5

☒ **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 2024.**

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%).

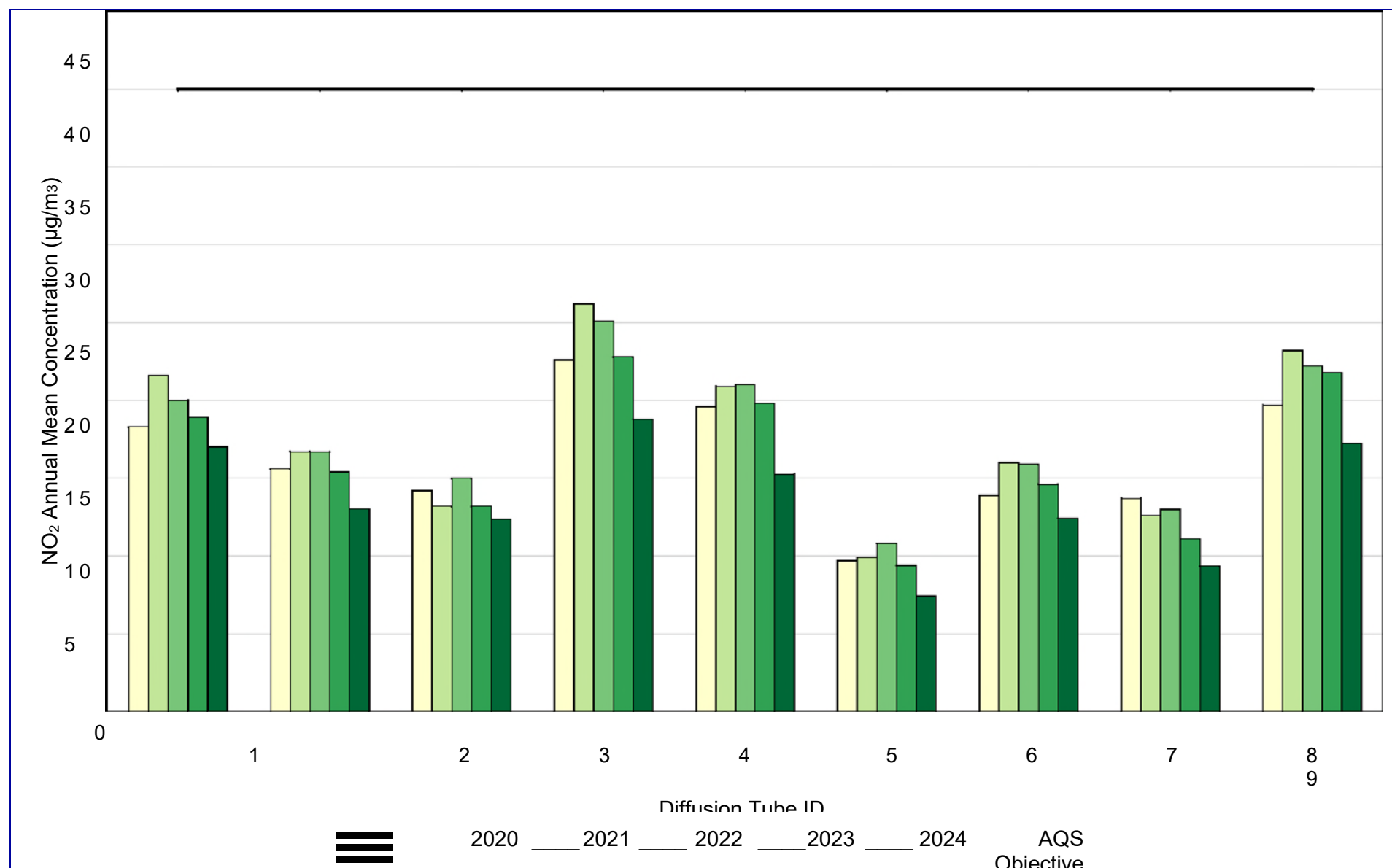
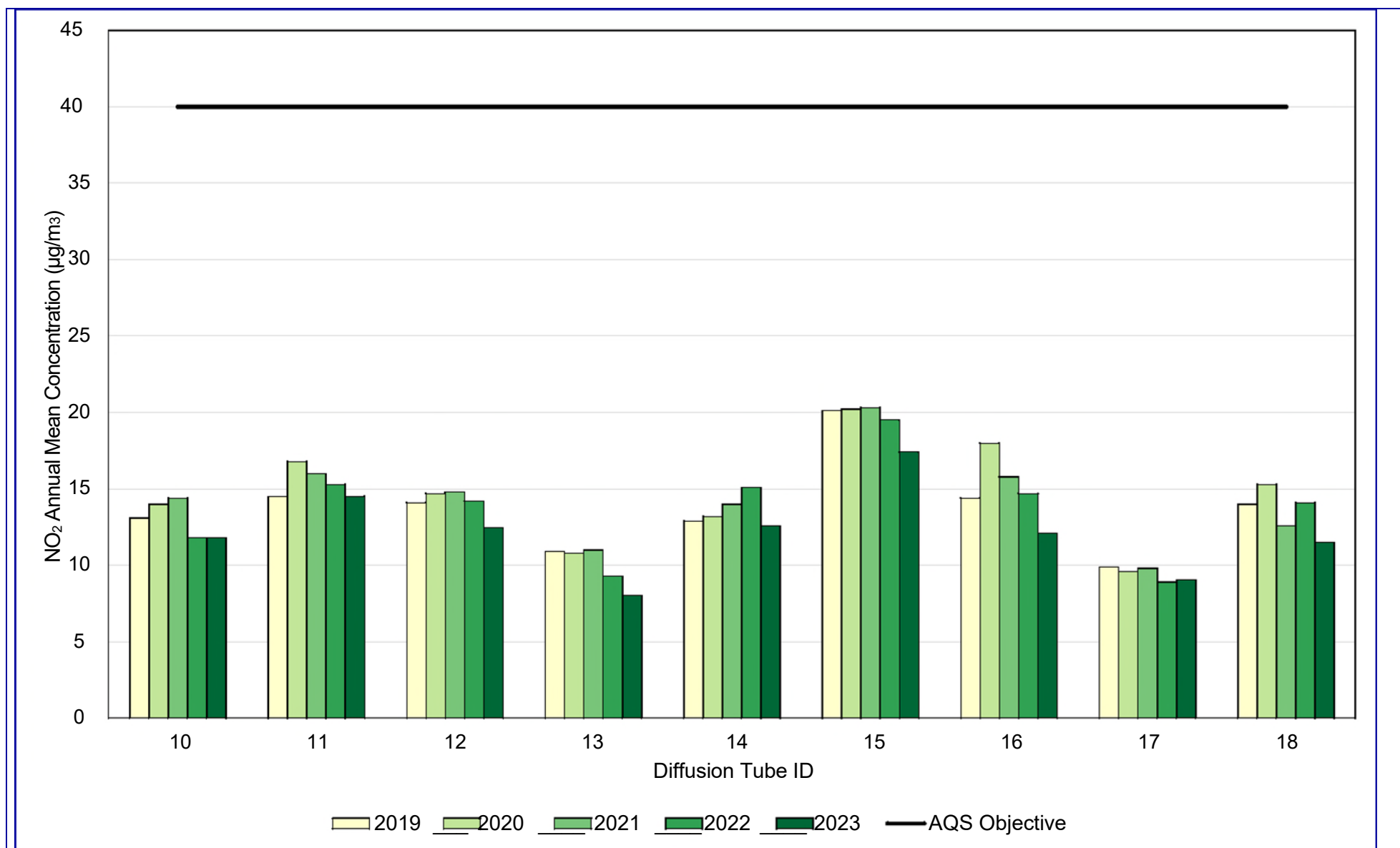
Figure A.1 – Trends in Annual Mean NO₂ Concentrations – Diffusion Tubes 1-9

Figure A.2 - Trends in Annual Mean NO₂ Concentrations - Diffusion Tubes 10-18

Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO₂ 2024 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
1	622400	136100	11.7	21.5	20.1	19.1	25.3	19.9	22.0	-	21.8	-	28.4	26.6	21.8	17.0		
2	622584	135820	10.2	16.5	18.2	13.6	23.5	15.0	19.3	14.9	13.8	-	19.8	15.7	16.7	13.0		
3	609964	135279	6.3	15.2	30.3	14.1	20.9	9.4	18.5	14.1	14.4	-	15.1	14.7	15.9	12.4		
4	612900	138200	13.8	29.2	20.7	12.9	33.3	22.7	26.8	23.0	26.0	-	27.4	24.3	24.1	18.8		
5	622734	136769	12.6	11.5	34.1	8.4	24.8	12.2	23.4	20.1	-	-	24.4	23.5	19.6	15.3		
6	614552	134012	5.5	7.0	18.6	9.9	10.6	6.8	8.6	8.6	7.3	-	12.0	9.5	9.5	7.4		
7	622396	136976	5.4	13.3	24.7	13.3	20.1	14.3	17.9	14.7	15.4	-	18.4	16.4	15.9	12.4		
8	612964	136190	7.4	11.3	20.8	12.4	15.5	11.7	-	11.7	12.8	-	6.0	11.2	12.0	9.4		
9	621248	137352	13.5	9.4	25.6	27.5	27.6	18.5	24.0	22.6	27.4	-	30.4	14.0	22.1	17.2		
10	604116	124888	15.8	10.1	17.6	19.1	17.0	18.5	14.2	12.6	12.8	-	17.1	11.6	15.1	11.8		
11	621436	139593	20.9	16.9	20.6	-	19.8	12.3	19.6	-	16.2	-	-	-	18.1	14.5		
12	618860	135899	19.5	9.9	24.3	8.9	18.9	14.8	-	12.6	-	-	17.4	16.8	15.8	12.4		
13	612481	137978	14.2	6.2	17.7	10.4	11.5	8.6	4.2	13.5	10.4	-	9.9	8.1	10.3	8.0		
14	618727	134797	18.2	14.1	20.7	16.5	19.7	-	-	13.9	11.7	-	15.2	16.4	16.2	12.6		
15	621361	135511	27.7	16.4	31.6	21.3	22.3	19.0	23.1	19.4	22.5	-	22.7	20.9	22.3	17.4		
16	618680	134977	19.4	13.8	22.7	15.0	19.0	13.9	16.9	13.9	9.1	-	10.0	18.3	15.5	12.1		
17	608206	124832	12.9	7.9	11.8	10.0	15.2	17.6	13.8	8.9	8.7	-	10.4	10.1	11.6	9.0		
18	607675	124699	17.8	7.5	21.6	11.4	18.1	13.1	-	12.9	13.3	-	18.0	13.6	14.7	11.5		

Z All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.

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

☐ Local bias adjustment factor used.

Z National bias adjustment factor used.

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

Z Folkestone and Hythe District Council confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System (DTDES).

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 Folkestone and Hythe During 2024

Folkestone and Hythe District Council identified four developments that required an Air Quality Assessment (AQA) or equivalent Environmental Assessments (EAs) / Construction Management Plans (CMPs) within the monitoring year of 2024. Further investigation between the Council's Planning Department and Environmental Protection Department has identified that they are not expected to significantly impact the air quality objectives within the area as development progresses into the 2025 monitoring year and onwards. More detail regarding the specific applications can be obtained by contacting the Council.

A summary of the publicly available information for proposed and planned development has been provided in Table C.1 – 2024 New Planned Developments in Folkestone and Hythe.

Table C.1 – 2024 New Planned Developments in Folkestone and Hythe

Application Number	Location	Proposal	Status
Y19/0257/FH	Otterpool Park Development, Ashford Road, Sellindge, Kent	Outline application, with all matters reserved, for a comprehensive residential led mixed use development comprising: Up to 8,500 residential homes including market and affordable homes; age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages; demolition of identified existing buildings; a range of community uses including primary and secondary schools, health centres and nursery facilities; retail and related uses; leisure facilities; business and commercial uses; open space and public realm; new planting and landscaping, and ecological enhancement works; sustainable urban drainage systems; utility and energy facilities and infrastructure; waste and waste water infrastructure and management facilities; vehicular bridge links; undercroft, surface and multi-storey car parking; creation of new vehicular	Under Consultation

Application Number	Location	Proposal	Status
		and pedestrian accesses into the site, and creation of a new vehicular, pedestrian and cycle network within the site; improvements to the existing highway and local road network; lighting; engineering works, infrastructure and associated facilities; together with interim works or temporary structures required by the development and other associated works.	
24/0030/FH	Nickolls Quarry, Dymchurch Road, Hythe, CT21 4NE	Application for the approval of Reserved Matters (Access, Appearance, Layout, Scale, and Landscaping) for Phases 3 and 4 pursuant to conditions 1, 4, 8, 9, 10, 16, 17, 21, 26, 30, 31, 34, 37, 39, and 43 of Outline planning permission Y19/1492/FH for a residential development including the provision of affordable housing, site access, landscaping, parking and earthworks.	Under Consultation
24/1226/FH	Land at Terlingham Gardens, Hawkinge, CT18 7UF	Full planning application for 31 retirement dwellings (use class C2) including access via Hurricane Way, open space, landscaping, car parking and associated infrastructure.	Under Consultation
24/0240/FH	Land Adjacent Blandred Farm, Reece Lane, Acrise, CT18 8LW	Change of use from agricultural land to a 45-pitch seasonal campsite, the erection of toilet blocks and shower block, and formation of a vehicular access.	Closed

Additional Air Quality Works Undertaken by Folkestone and Hythe During 2024

During 2024, Folkestone and Hythe District Council reviewed its monitoring network and confirmed for 2025 monitoring year that DT 13 will be removed due to consistently low reported concentrations and compliance with the annual mean NO₂ objective. This resource will be deployed on A20 in Sellindge as further residential developments are planned in the area and the Otterpool Park Development project is located within close proximity. An additional new monitoring location has been proposed for implementation in 2025 monitoring year on Tram Road. A recent land slip at 'Road of Remembrance' has resulted in this road being closed thus traffic has been diverted through Tram Road. Therefore, the local authority wants to assess the impacts such diversion might have on local air quality in this area. These two new monitoring locations will both feature in the 2026 ASR.

QA/QC of Diffusion Tube Monitoring

Folkestone and Hythe District Council's diffusion tubes in 2024 were supplied and analysed by SOCOTEC Didcot, using the 50% Triethanolamine (TEA) in acetone preparation method. SOCOTEC Didcot's laboratory is UKAS accredited and participates in the Air and Stack Emissions Proficiency Testing (AIR-PT) Scheme for NO₂ tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance.

There were 33 local authority co-location studies which used tubes supplied by SOCOTEC Didcot with the 50% TEA in acetone preparation method in 2024, 30 were rated as 'good', as shown by the precision summary results. This precision reflects the laboratory's performance and consistency in preparing and analysing the tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have a "good" precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

Monitoring in 2024 was partially completed in adherence with the 2024 Defra Diffusion Tube Monitoring Calendar. Changeovers completed in January-September, and November 2024 were within ± 2 days of the specified date. In December 2024 diffusion tubes were exposed shorter than the recommended 4 weeks (3 weeks and 2 days), and October 2024 tubes were over exposed across the monitoring period (5 weeks and 5 days), deployed between dates below:

- October 2024: 02/10/2024 (ON) – 11/11/2024 (OFF); and
- December 2024: 17/12/2024 (ON) – 09/01/2025 (OFF).

Thus, in accordance with Section 3.2.5 in [Defra Diffusion Tube for Ambient NO₂ Monitoring Guidance](#) and Section 7.199 in [LAQM.TG\(22\)](#), data for December 2024 has been included in analysis as the exposure period is within the stipulated duration but October 2024 with over exposed tubes has been excluded from the analysis due to concerns regarding data reliability, justified below:

- *Section 3.2.5: "Individual exposures should ideally be 2-4 weeks (no longer than 5 weeks and no shorter than 1 week)."*
- *Section 7.199: "If diffusion tubes are left out for significantly longer or shorter periods than the four and five weeks recommended, then the data may not be*

reliable as the diffusion rate may not have been accurately defined.”

Diffusion Tube Annualisation

For any site where data capture is below 75%, annualisation is to be performed. This is because section 7.196 of [LAQM.TG\(22\)](#) states that:

“If data capture is below 75% for the year, then it is necessary to annualise the data... [as] the concentration varies throughout the year, and the instrument may have been operational for a period of above or below average concentrations”.

In 2024, DTs 11, 12, and 14 required annualisation as the tubes were not returned to SOCOTEC Didcot in certain months. These were due to tubes being stolen and/or lost in transit, or anomalous data due to tubes being tampered with between April and June-December 2024.

In order to complete the annualisation process, data has been taken from a number of background monitoring station that are part of the Automatic Urban and Rural Network (AURN) – St Osyth, Canterbury and Rochester Stoke. This is in line with Box T-9 of TG(22), which states to annualise data:

“Identify two to four nearby, long-term, continuous monitoring sites, ideally those forming part of the national network. The data capture for each of these sites should be at least 85%. These sites should be background (Urban Background, Suburban or Rural) sites to avoid any very local effects that may occur at Urban Centre, Roadside or Kerbside sites, and should, wherever possible lie within a radius of about 50 miles”.

It is noted that the automatic monitor AURN Canterbury did not achieve ≥85% data capture in 2024, the requirement for a site to be appropriate for annualisation, therefore this site was rejected for annualisation.

Table C.2 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Annualisation Factor AURN St Osyth	Annualisation Factor AURN Rochester Stoke	Average Annualisation Factor	Raw Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)	Annualised Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$)
11	1.0415	1.0167	1.0291	18.1	18.6
12	1.0086	1.0085	1.0086	15.8	16.0
14	0.9861	1.0011	0.9936	16.2	16.1

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 ASR, for monitoring year 2024, 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.

Folkestone and Hythe District Council have applied a national bias adjustment factor of 0.78 to the 2024 monitoring data. A summary of bias adjustment factors used by Folkestone and Hythe District Council over the past five years is presented in Table C.3.

No co-location studies are carried out by Folkestone and Hythe District Council therefore only a national factor can be applied. The national factor for SOCOTEC Didcot 50% TEA in acetone, as presented in the Diffusion Tube Bias Factors Spreadsheet v04/25, was 0.78 based on 33 studies. The National Bias Adjustment Spreadsheet is presented in Figure C.1.

Table C.3 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.78
2020	National	09/19	0.76

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 (DTDPT)/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 location within the district of Folkestone and Hythe required distance correction during 2024.

Figure C.1 - National Bias Adjustment Factor Spreadsheet (04/25)

National Diffusion Tube Bias Adjustment Factor Spreadsheet							Spreadsheet Version Number:			
Follow the steps below in the correct order to show the results of your analysis.		Individual studies		co-location studies		This spreadsheet will be updated at the end of June 2025				
Data only apply to tubes exposed monthly and are not suitable for correcting state head adjustment factors as they may be subject to change. This should not discourage their immediate use.		Individual studies		co-location studies		This spreadsheet will be updated at the end of June 2025				
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:				
Step 1: Analyse Your Tubes		Step 2: Method from the list		Step 3: 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 shown in blue at the foot of the final column.				
If you have your own co-location study then see footnote 1. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMhelpdesk@bureauveritas.com or 0800 0327953		If you have your own co-location study then see footnote 1. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMhelpdesk@bureauveritas.com or 0800 0327953		If you have your own co-location study then see footnote 1. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMhelpdesk@bureauveritas.com or 0800 0327953		If you have your own co-location study then see footnote 1. 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	Local Authority	Length of Study (months)	Diffusion Mean Cone. (0m) (Wairo')	Monitor Cone. (cm) (Wairo')	Bias (EI)	Tube precision.	Bias Adjustment Factor (A) (CM/Off)
SOCOTEC Didcot	EIMIZENTIMMII	2024	R	Cambridge City Council	11	20	15	31.0%	G	0.76
SOCOTEC Didcot	50k TEA in acetone	2024	R	Cordiff Council / Shared R. g.1 to.. Sew.c	3	35	31	14.2%	G	0.88
SOCOTEC Didcot	50k TEA in acetone	2024	R	lomich Borovoh C il	a	24	20	21.0%	G	0.83
SOCOTEC Didcot	50k TEA in acetone	2024	R	lomich Borovoh Cour.11	11	36	26	37.3%	G	0.73
SOCOTEC Didcot	50k TEA in acetone	2024	US	City Of York Council	11	13	11	16.0%	P	0.86
SOCOTEC Didcot	50k TEA in acetone	2024	R	City Of York Council	11	22	18	22.3%	G	0.81
SOCOTEC Didcot	50k TEA in acetone	2024	R	City Of York Council	11	26	20	31.0%	G	0.76
SOCOTEC Didcot	50k TEA in acetone	2024	R	East Suffolk Council	a	26	20	32.8%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	KS	Morylebone Rood Inter...filen	10	4?	36	30.5%	G	0.77
SOCOTEC Didcot	50k TEA in acetone	2024	US	Hull City Council	10	11	16	25.4%	P	0.80
SOCOTEC Didcot	50k TEA in acetone	2024	R	Hull City Council			20	35.3%	G	0.74
SOCOTEC Didcot	50k TEA in acetone	2024	R	Valleley Borough Council	10	21	18	13.7%	G	0.88
SOCOTEC Didcot	50k TEA in acetone	2024	R	VW0110Y Borough Council			16	32.3%	G	0.76
SOCOTEC Didcot	50k TEA in acetone	2024	R	Wrexham County Borough Council	10	15	13	17.0%	G	0.85
SOCOTEC Didcot	50k TEA in acetone	2024	US	Grove.horn Borough Council	11	21	13	3.7%	P	0.91
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slough Borough Council	11		24	43.5%	G	0.70
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slough Borough Council			20	32.6%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slough Borough Council			17	34.0%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slough Borough Council	10	31	23	33.4%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slough Borough Council			23	33.7%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	R	llanct DiAtic Council	10	13	15	211.3%	G	0.80
SOCOTEC Didcot	50k TEA in acetone	2024	US	Virrol Council	a	14	12	19.3%	G	0.83
SOCOTEC Didcot	50k TEA in acetone	2024	R	DOM. City And Strobone District Council		o	32	-11.8%	G	1.13
SOCOTEC Didcot	50k TEA in acetone	2024	US	DeliY City And Strobone District Council	11	11	7	58.1%	G	0.63
SOCOTEC Didcot	50k TEA in acetone	2024	R	Horsham District Council	11	22	17	31.1%	G	0.76
SOCOTEC Didcot	50k TEA in acetone	2024	R	Leeds City Council	10	36	28	32.5%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	KS	U.: City Council	11	23	20	42.7%	G	0.70
SOCOTEC Didcot	50k TEA in acetone	2024	R	Le.: Cit Council	11	24	18	36.4%	G	0.73
SOCOTEC Didcot	50k TEA in acetone	2024	UC	1.e.:lr. Cit Council	10	25	13	31.2%	G	0.76
SOCOTEC Didcot	50k TEA in acetone	2024	R	Hyntin donAire District Council	10	28	23	21.1%	G	0.83
SOCOTEC Didcot	50k TEA in acetone	2024	R	North East LincolnAire Council	11	33	21	84.1%	G	0.54
SOCOTEC Didcot	50k TEA in acetone	2024	US	North East Lincolnshire Council	10	12	10	20.0%	G	0.83
SOCOTEC Didcot	50k TEA in acetone	2024	R	North East Lincolnshire Council	11	21	18	15.7%	G	0.86
SOCOTEC Didcot	50k TEA in acetone	2024		0.....II Factor' (33 std-ics)				Use		0.78

Appendix D: Maps of Monitoring Locations

Figure D.1 – Map of All Non-Automatic Monitoring Locations in Folkestone and Hythe



Figure D.2 – Map of Non-Automatic Monitoring Locations: Lypne

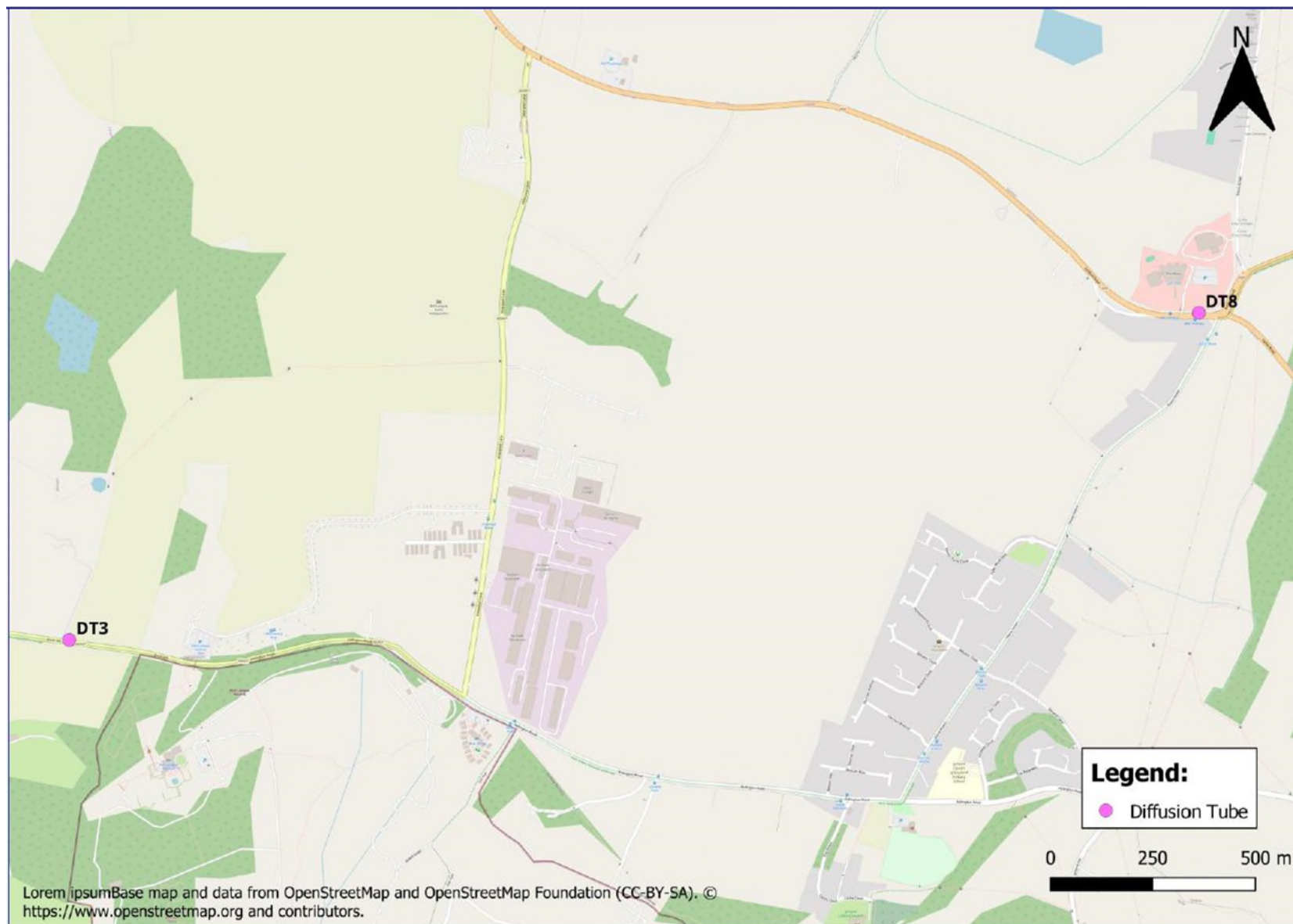


Figure D.3 – Map of Non-Automatic Monitoring Locations: Folkestone

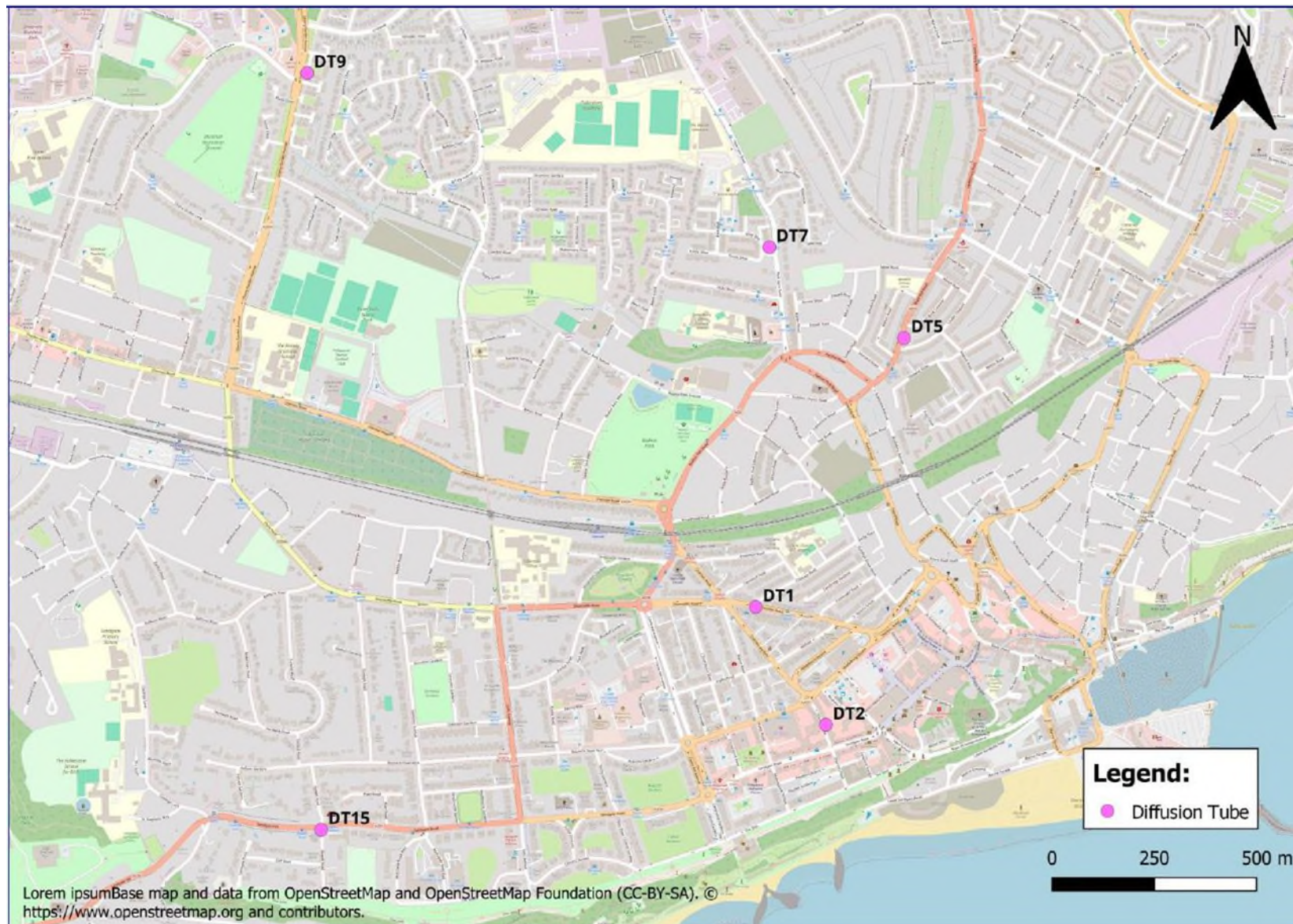


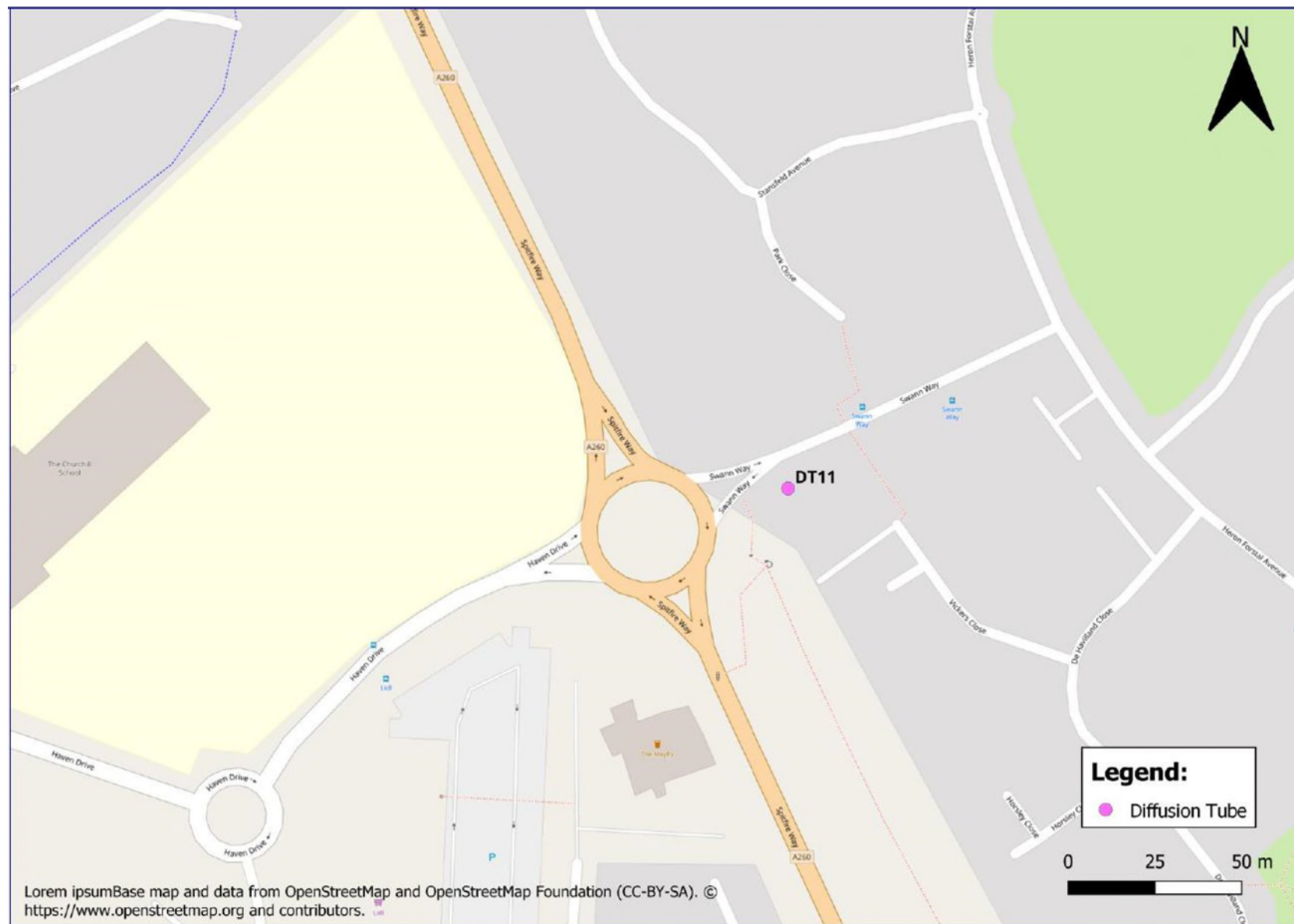
Figure D.4 – Map of Non-Automatic Monitoring Locations: Hawkinge

Figure D.5 - Map of Non-Automatic Monitoring Locations: Pennypot

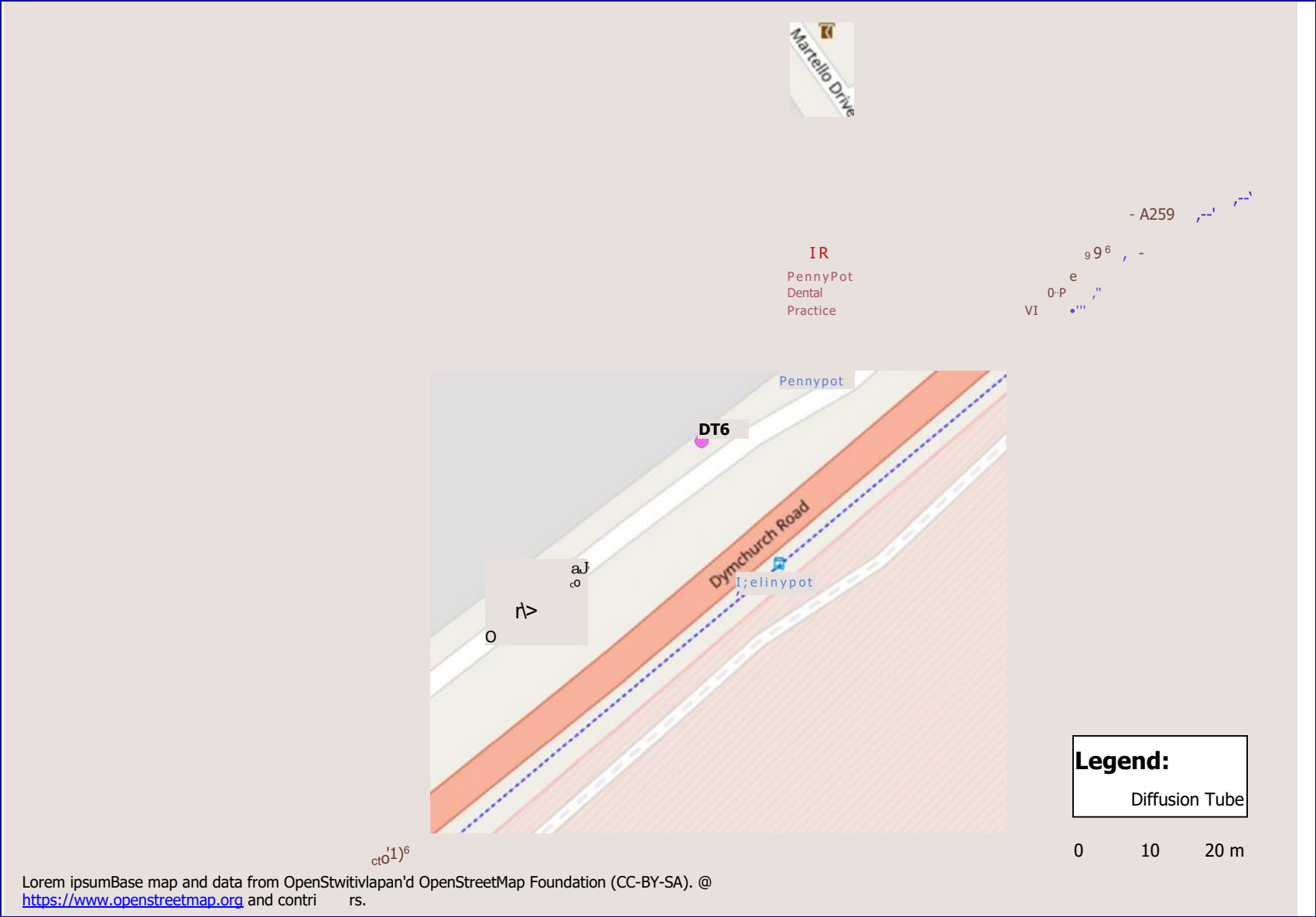


Figure D.6 – Map of Non-Automatic Monitoring Locations: Romney

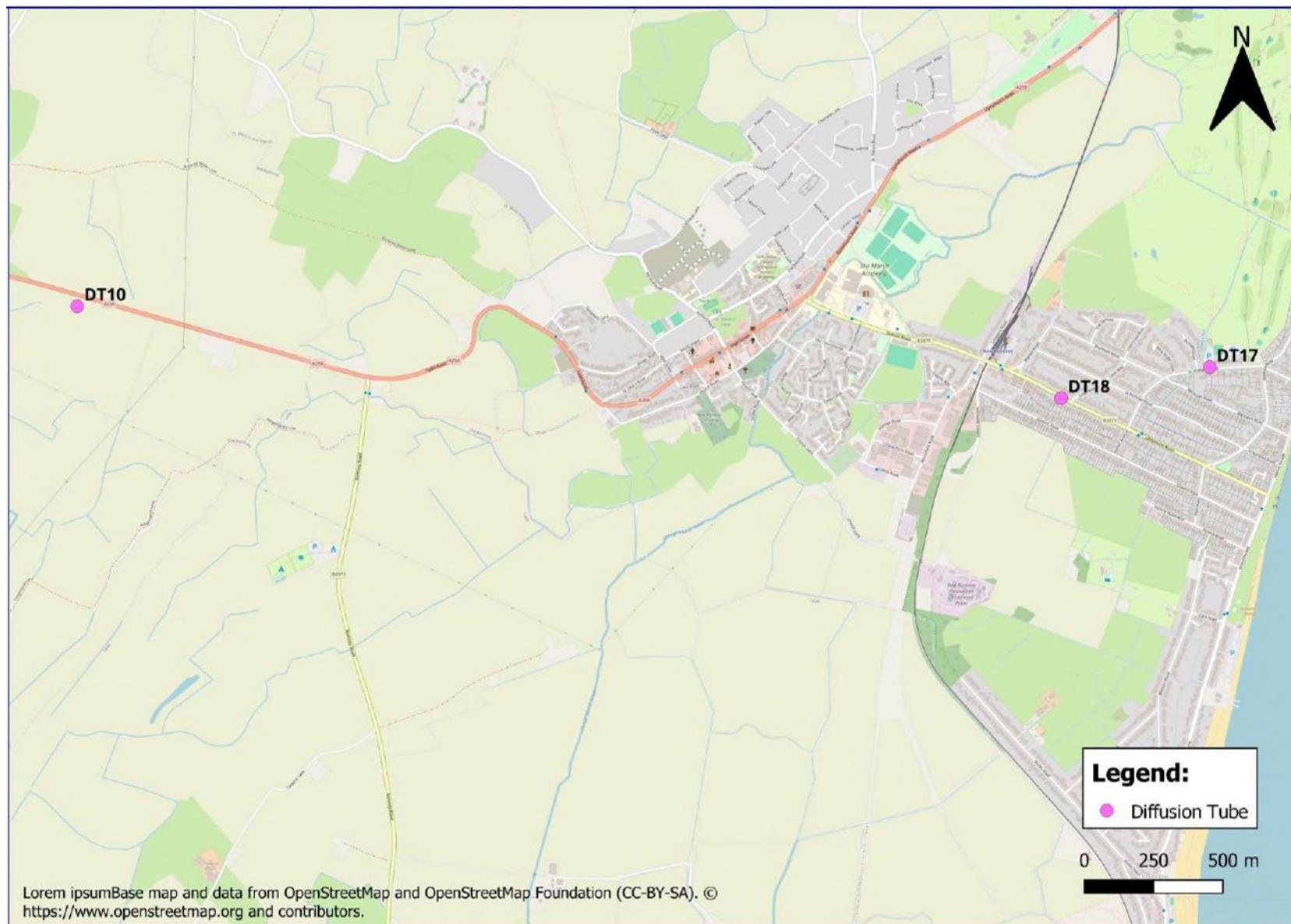


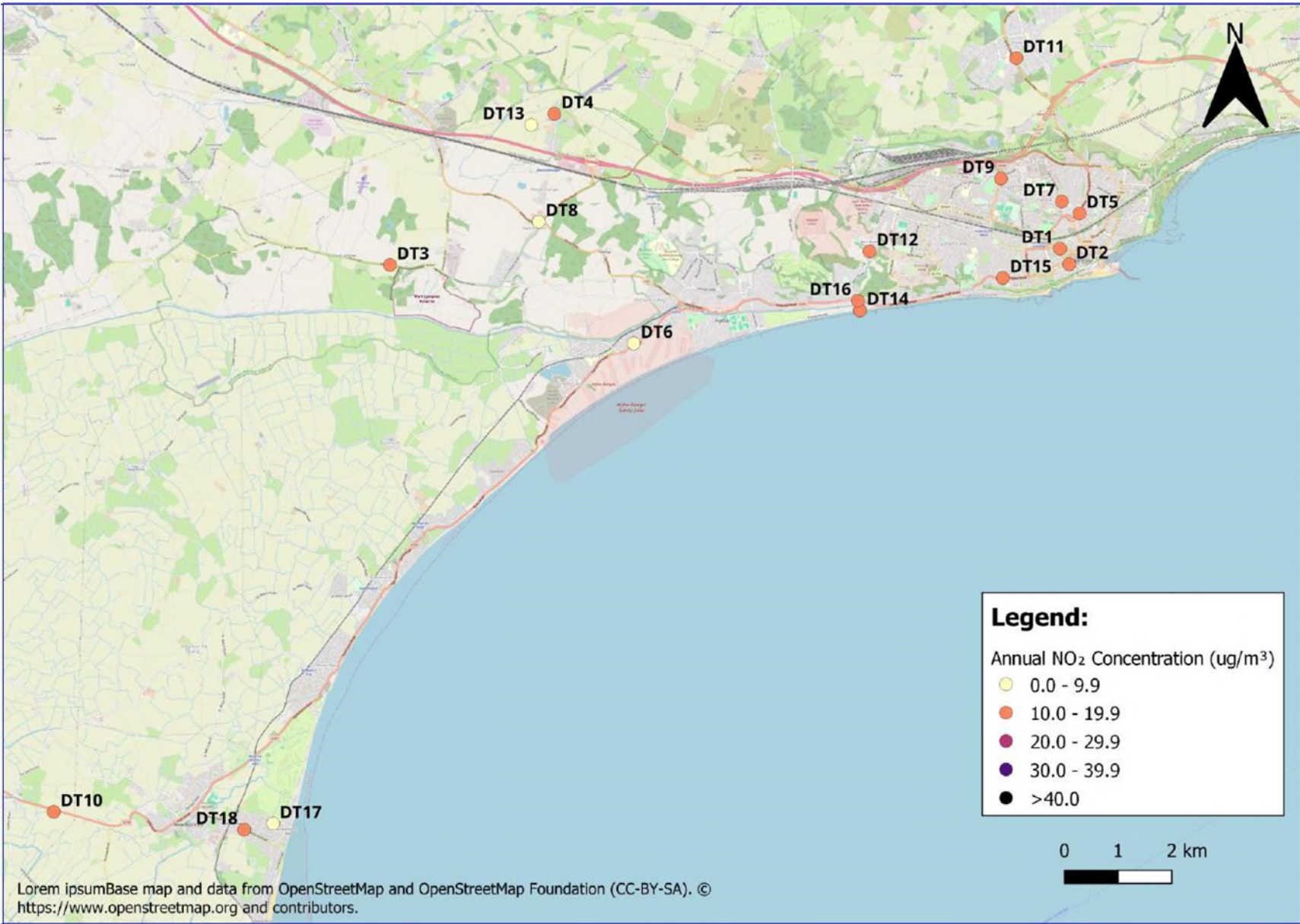
Figure D.7 – Map of Non-Automatic Monitoring Locations: Seabrook



Figure D.8 – Map of Non-Automatic Monitoring Locations: Stanford



Figure D.9 – Map of 2024 Annual NO₂ Concentrations All Non-Automatic Monitoring Locations



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁴

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

⁴ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AIR-PT	Air and Stack Emissions Proficiency Testing
AONB	Area of Outstanding Natural Beauty
AQA	Air Quality Assessment
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
AQPG	Air Quality Planning Guidance
AQS	Air Quality Standard
ASHP	Air Source Heat Pump
ASR	Annual Status Report
AURN	Automatic Urban and Rural Network
CMP	Construction Management Plan
CO ₂	Carbon Dioxide
COVID-19	Coronavirus-19
CPN	Community Protection Notice
CPW	Community Protection Warning
CVD	Cardiovascular Disease
CWZ	Core Walking Zone
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
DTDPT	Diffusion Tube Data Processing Tool
EA	Environmental Assessment
EPC	Energy Performance Certificate
EV	Electric(al) Vehicle

Abbreviation	Description
HCP	Health Care Professional
KCC	Kent County Council
KCWIP	Kent Cycling and Walking Infrastructure Plan
KMAQP	Kent and Medway Air Quality Partnership
LAQM	Local Air Quality Management
LCN	Local Cycle Network
LCWIP	Local Cycling and Walking Infrastructure Plan
LED	Light Emitting Diode
LEV	Low Emission Vehicle
LEVI	Local Electric Vehicle Infrastructure
LTP5	Local Transport Plan 5
N/A	Not Applicable
NCN	National Cycle Network
NHS	National Health Service
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
ONS	Office for National Statistics
PG	Policy Guidance
PHE	Public Health England
PHOF	Public Health Outcomes Framework
PM	Particulate Matter
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
PV	Photovoltaics
QA/QC	Quality Assurance and Quality Control
SCA	Smoke Control Area
SHDF	Social Housing Decarbonisation Fund
SO ₂	Sulphur Dioxide
SSSI	Sites of Special Scientific Interest

Abbreviation	Description
TEA	Triethanolamine
TG	Technical Guidance
UK	United Kingdom
UKAS	United Kingdom Accreditation Service
ULEV	Ultra Low Emission Vehicle

References

- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

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Folkestone and Hythe District Council

Annual Status Report 2024

Bureau Veritas

June 2023

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Folkestone & Hythe



District Council

2024 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 2024

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Date	June 2024

Executive Summary: Air Quality in Our Area

Air Quality in Folkestone and Hythe

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. In the UK, it is estimated that the reduction in healthy life expectancy caused by air pollution is equivalent to 29,000 to 43,000 deaths a year¹.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Additionally, people living in less affluent areas are most exposed to dangerous levels of air pollution².

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.

¹ UK Health Security Agency. Chemical Hazards and Poisons Report, Issue 28, 2022.

² Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

The District of Folkestone and Hythe is situated in Kent on the south east coast of England, approximately 69 miles from London. The area occupies a key strategic position on the M20 as a gateway to continental Europe with the Channel Tunnel and London Ashford Airport all within its boundary. Folkestone and Hythe District contains an area of approximately 137 square miles and boasts a rich variety of charming landscape. More than 33% of the District falls within the Kent Downs Area of Outstanding Natural Beauty (AONB) and there are over 15 Sites of Special Scientific Interest (SSSI).

In comparison to the rural areas of the District, the largest urban area is the town of Folkestone, where approximately half of the District's population, exceeding 110,000, live. Other population centres within the District are Hythe, New Romney and Hawkinge.

Air pollution within the District is predominantly caused by road traffic emissions originating from major roads including the M20, A20, A259, A260 and A2034 that pass through the area. Due to the strategic nature of the road links, the majority of the vehicles are throughflow traffic, they do not start nor end their journeys within Folkestone and Hythe. However, these roads do experience high volumes of traffic as they form the main part of the arterial highway network within Folkestone and Hythe, connecting the District to wider regions. Therefore, these roads have a tendency to become heavily congested, resulting in the stopping and starting of vehicles, which in turns leads to elevated pollutant concentrations. Other pollution sources including commercial, industrial, and domestic sources also contribute to pollutant concentrations within the District.

Due to Folkestone and Hythe District Council's consistent years of no reported exceedances of the annual mean NO₂ AQS (Air Quality Standard), the area is considered to have good air quality. As a result of this, there have never been any declared Air Quality Management Areas (AQMAs) within the District. The Council continued to review its monitoring network during 2023, and determined no requirement for implementation of new sites or amendments to existing monitoring locations.

During 2023, concentrations of NO₂ were monitored passively via a diffusion tube network of 18 sites. When compared to the 18 sites that made up the diffusion tube network in the previous reporting year, the NO₂ annual mean concentration decreased at 88% of sites in 2023. No single diffusion tube site recorded an NO₂ annual mean concentration above the air quality objective of 40 µg/m³, with a maximum concentration in 2023 of 22.8 µg/m³ at diffusion tube monitoring location DT 4, a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum concentration in the 2022 and 2023 ASRs, 26.2 µg/m³ and 25.1 µg/m³ respectively. Compliance with the annual NO₂

AQS objective has been demonstrated by Folkestone and Hythe since 2019, as seen in this ASR, as such the Council have sufficient monitoring data to support not declaring an AQMA.

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.

The Environmental Improvement Plan³ sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter (PM_{2.5}), the pollutant of most harmful to human health. The Air Quality Strategy⁴ provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero⁵ details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Within Folkestone & Hythe District Council, since the initiation of the passive monitoring network, there has been no sites that have exceeded the AQS annual mean objective for NO₂. As a result, there are currently no designated AQMAs therefore an Air Quality Action Plan (AQAP) is not required. The Council are committed to publishing an Air Quality Strategy for the District, with the draft report being prepared internally and expected for issue before the 2025 ASR is due.

The air quality in Folkestone and Hythe District is considered to be good, with air quality in 2023 displaying complete compliance with the annual NO₂ AQS and following the same

³ Defra. Environmental Improvement Plan 2023, January 2023

⁴ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

⁵ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

trend for the previous 7 years of monitoring. The Council will continue to monitor and assess the results for the coming year within the NO₂ diffusion tube network.

Folkestone and Hythe District Council remain involved in a collaborative Kent local authorities project, where a joint bid for a DEFRA Air Quality Grant bid worth £175,675 was successful. The funding has facilitated the development of a digital training resource for Health Care Professionals (HCPs) across the Kent and Medway Group to provide training, local evidence and resources to enable practitioners to advise patients with Cardiovascular Disease (CVD) or respiratory disease on how to reduce their exposure to air pollution. Therefore, promoting an inclusive community and collaboration by working with the health service to identify opportunities for improving education surrounding air quality, limiting emission source(s) use, and encouraging mortality longevity by outlining areas for improvement (e.g. reducing outdoor activity during a high pollution episode).

Folkestone and Hythe District Council remain to work with councils across Kent as well as the National Health Service (NHS), to help residents save energy in their homes in turn supporting the reduction of pollutant release from gas stoves and limiting wood burner use, for example. The campaign was launched in November 2022, remains current and is available to review: <https://www.kenthousinggroup.org.uk/share-the-warmth/>

The Council have also been committed to improving the District's social housing stock, thus making it more energy efficient. In collaboration with the Social Housing Decarbonisation Fund (SHDF), the Council has sought to improve approximately 420 properties within the District across two phases. Ross House, a block of 16 flats in Folkestone, underwent a significant retrofit as part of the scheme's first phase in June 2023. Works include internally insulating and rendering the building, replacing kitchens, loft and floor voids insulation, installing photovoltaic panels and more energy-efficient air source heat pumps to replace the current electric heating system. Thus, improving property thermal efficiency with Energy Performance Certificate (EPC) ratings updated to Band C, as well as reducing broader carbon footprint. Folkestone and Hythe District Council were awarded £2.6 million in phase two of the SHDF, of which the Council replicated to bring the total spend for improving the homes and wellbeing of tenants in the District to £5.2 million. The Council seek to meet their target of all council-managed homes achieving an EPC of Band C by 2030. More information regarding the initiative is available here: <https://www.folkestone-hythe.gov.uk/news/article/159/warm-welcome-for-housing-improvements>

Folkestone and Hythe District Council continue to progress with the [Click2cycle](#) innovative bike sharing service in Folkestone, Sandgate, and Hythe. The service was launched in June 2018 and continues to be endorsed with users able to rent a bike from any of the various Bike Hire Stations along a 5-mile route between Romney, Hythe and Dymchurch Light Railway in Hythe and Folkestone Harbour.

The Council maintain their collaborative relationship with Kent County Council and other local authorities to promote active travel in the District via the [Explore Kent](#) page. It provides information to the public on the range of sustainable travel options that are available across the county of Kent, in particular Folkestone. These range from local walking maps, cycle routes, public transport journey planners, electric bike hire, and cycling groups.

The Council have been awarded £25,000 from Active Travel England Capability Fund to update the existing [Local Cycling and Walking Infrastructure Plan](#) (LCWIP) for the District, considering schemes that have emerged since its launch such as the Cheriton Road and Levelling Up Funding Scheme. The urban centres of Folkestone and Hythe are the focus of the LCWIP due to the concentration of population and trip generators that are reflective of the position that the two centres have at the top of the District's settlement hierarchy. The LCWIP provides a new strategic approach to identifying cycling and walking improvements required at the local level. The document enables a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and forms a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. The LCWIP has been prepared in consultation with Kent County Council as the Local Highway Authority. Kent County Council will be responsible for implementing the actions within the LCWIP.

Folkestone and Hythe continue to promote beneficial community uses of the Active Travel Fund, which is a grant that supports local transport authorities with the development of cycling and walking facilities.

Folkestone and Hythe District Council remains actively encouraging large developers at the planning stage to install electric charging points or consider suitable infrastructure to allow for future cost-efficient installations.

As part of the Council's commitment to reduce the impacts of, and tackle climate change, the Council continues to progress and aim to hit net-zero carbon emissions by 2030 on Councils assets and fleets. Folkestone and Hythe District Council have set out 33 actions to reduce Carbon Dioxide (CO₂) emissions, which have shared benefits in reducing both

NO₂ and PM emissions. In 2023, the Council commenced work on drafting a net zero toolkit to provide guidance for developers and homeowners on how to eliminate carbon emissions in new build housing developments and refurbishment projects. Work is expected to continue into the 2024 monitoring year on this tool.

The Council confirms the collaborative relationship with Kent County Council and five other local authorities (Gravesham Borough Council, Medway Council, Sevenoaks District Council, Thanet District Council, and Tonbridge and Malling Borough Council) to roll out a programme of charging points for electrical vehicles (EV) across the District, resulting in 103 EV charging points being implemented. This has reduced number of EV charging points from previously noted in the 2022 ASR, however the Council have outlined that a total of 600 EV charging points will be installed across the Kent County within the next two years, with the Council and neighbouring District's applying for 75% of funding through Kent County Council and Connected Kerb funding the remaining 25%. More information can be found at: <https://www.folkestone-hythe.gov.uk/parking>.

The Council has also provided investment into purchasing battery-operated grounds maintenance equipment where suitable to replace petrol-powered equipment.

Folkestone and Hythe District Council continues to be an active member of the Kent and Medway Air Quality Partnership. In 2020, the [KentAir](#) website was updated following a change of provider. It is possible to subscribe to an air quality email system, whereby an air pollution forecasts and alerts are emailed to the subscriber's inbox.

Conclusions and Priorities

During 2023, the NO₂ annual mean objective was not exceeded at any monitoring location within Folkestone and Hythe District. This is a continuing trend that has been observed across the District since 2019, as shown in this ASR. The Council will use the passive monitoring network to monitor air quality within the District and ensure compliance is maintained with the annual and 1-Hour NO₂ AQS objectives.

The following actions are considered to be key priorities in ensuring the air quality conditions within Folkestone and Hythe District continue to comply with the AQS objectives:

- Continue to review the current monitoring programme, exploring the need to deploy new monitoring locations in areas where monitoring has not previously been

undertaken and where it is believed that there may be elevated concentrations of NO₂ in areas of relevant public exposure;

- Actively engage with large residential developers at planning application stages to promote the installation of electric vehicle charging or alternatively, provide suitable infrastructure to allow for future cost-efficient installations;
- To work in conjunction with the County Council to investigate the scope for the introduction of traffic management initiatives where appropriate, including lorry management and traffic speed control;
- Provide an integrated transport network to facilitate the efficient movement of pedestrian and vehicular traffic, goods, and services within the District;
- Continuation of improving accessibility to key services and facilities whilst directing development to sustainable locations in order to achieve sustainable development;
- Continue to reduce the volume of traffic on the District's roads by encouraging effective active transport methods (e.g. public transport, cycling, and walking) and by the careful integration of residential areas, shopping and recreational facilities, and the workplace; and
- Continue to be an active member of the Kent and Medway Air Quality Partnership.

Local Engagement and How to get Involved

Given the main source of air pollution within Folkestone and Hythe is from transport sources, the public can support the reduction in air pollutant(s) release and improve air quality within the District by participating in active travel.

Folkestone and Hythe District Council have progressed additional public engagement work in 2023 through the below schemes, although the engagement schemes in 2022 are still active:

- The collaborative relationship with the NHS to reduce energy use and associated pollutant release in private homes and via the HCP digital training resource;
- The collaborative relationship with Kent County Council and other local authorities to promote active travel in the District via the [Explore Kent](#) page. It provides information to the public on the range of sustainable travel options that are available across the county of Kent, in particular Folkestone. These range from local walking maps, cycle routes, public transport journey planners, electric bike hire, and cycling groups;

- Continued roll out a programme of charging points for electrical vehicles (EV) across the District, resulting in 106 EV charging points being implemented and a total of 600 planned;
- Commitment to improving thermal efficiency of approximately 420 social housing units, to reduce carbon footprint and tenant welfare; and
- Investment into purchasing battery-operated grounds maintenance equipment where suitable to replace petrol-powered equipment.

The following measures are possible alternatives to private travel and actions that everyone can complete that would contribute to improving air quality within the District:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the volume of vehicles and limits congestion;
- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and also there is the added health benefits through exercise;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the volume of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools;
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel efficient cars are available, and all have different levels benefits by reducing the amount of emissions being released; and
- Asking your employer, school or college about the possibility of developing a green travel plan.

The public can also engage with air quality issues in Folkestone and Hythe District via the dedicated [KentAir](#) website. This provides information on a range of air quality topics, such as monitoring data, details on the main pollutants associated with air quality, alongside an air quality email subscription service.

Local Responsibilities and Commitment

This ASR was prepared by Bureau Veritas on behalf of Folkestone and Hythe District Council, with the support of the following officers and departments:

- Wai Tse, Environmental Protection Specialist.

This ASR has been approved by:

- Wai Tse, Environmental Protection Specialist.

This ASR has not been signed off by a Director of Public Health.

If you have any comments on this ASR please send them to Environmental Protection at:

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1 Local Air Quality Management

This report provides an overview of air quality in Folkestone and Hythe during 2023. 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 Folkestone and Hythe District 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.

Folkestone and Hythe District Council do not have any declared AQMAs. A map of monitoring locations within the District is presented in Appendix D: Maps of Monitoring Locations.

2.2 Progress and Impact of Measures to address Air Quality in Folkestone and Hythe

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

"The report is well structured, detailed, and provides the information specified in the Guidance."

The following comment was designed to help inform Folkestone and Hythe 2024 ASR:

- Include the tube concentrations on the maps to show where the maximum concentrations are located.
 - Appendix D has an additional map in the 2024 ASR which highlights where the maximum pollutant concentrations are located.

Folkestone and Hythe Council has taken forward a number of direct measures during the current reporting year of 2023 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2. 1. Four measures are included within Table 2. 1, with the type of measure and the progress Folkestone and Hythe Council have made during the reporting year of 2023 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2. 1.

Key completed measures are:

- Working collaboratively as a member of the Kent and Medway Air Quality Partnership to develop Air Quality Planning Guidance for partner local authorities, developers and consultants;
- Implementation of a Climate Change Champions Group amongst Council staff, who actively seek to raise awareness of energy efficiency and reducing carbon emissions;
- Improvement of Ross House in Folkestone to improve the thermal efficiency of the properties broader tenant welfare as well as reduce emissions and carbon footprint;
- Using alternative lighting for street lamps, with 321 adopted street lights in the District being converted to light emitting diode (LED) lighting;
- Reduction of the Council's emissions by encouraging staff to work from home where applicable, and adapting the working environment to reduce the number of

printers (14 to 6 in Civic Centre), accommodate bookable desks and meeting rooms with hybrid equipment to minimise the number of commuting journeys; and

- Implementation of digital training resource for Health Care Professionals (HCPs) across the Kent and Medway Group to provide training, local evidence and resources to enable practitioners to advise patients with Cardiovascular Disease (CVD) or respiratory disease on how to reduce their exposure to air pollution.

Folkestone and Hythe District Council's priorities for the coming year are:

- Complete and publish an Air Quality Strategy for the District before the 2025 ASR is due;
- Engage further with senior members within the Air Quality Working Group for the Kent and Medway Air Quality Partnership, to improve communication between and input from public and voluntary sectors;
- Production of a net zero toolkit to provide guidance for developers and homeowners on how to eliminate carbon emissions in new build housing developments and refurbishment projects within the District; and
- Continuation of social housing review and improvement to ensure reduced emissions and carbon footprint, greater tenant comfort and EPC of Band C by 2030.

Folkestone and Hythe District Council worked to implement measures in partnership with the following stakeholders during 2023:

- National Health Service (NHS);
- UK Government (SHDF);
- Neighbouring local authorities; and
- Kent County Council.

Table 2. 1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Kent and Medway Air Quality Partnership - Air quality working group	Policy Guidance and Development Control	Regional Groups Coordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2015	2023	All Kent local authorities and Medway Council.	N/A	NO	Not Funded	<£10k	Implementation	Reduction in a range of pollutants	N/A	The Kent and Medway Air Quality Partnership have developed Air Quality Planning Guidance for partner local authorities, developers and consultants.	Air Quality Working Group involves key players at senior level in public sector and voluntary sectors
2	Supporting / Encouraging Homeworking	Promoting Travel Alternatives	Encourage / Facilitate home-working	2022	2023	Folkestone and Hythe District Council	N/A	NO	Not Funded	<£10k	Completed	Reduced Vehicle Emissions	N/A	Ongoing	Accommodation reviews have consolidated building use, which has expanded the opportunities across the Council for more agile working.
3	Making reports on Air Quality available to public	Public Information	Via other mechanisms	2022	2023	Folkestone and Hythe District Council	N/A	NO	Not Funded	<£10k	Completed	N/A	Annual Reports	Ongoing	N/A
4	Environmental Permits	Environmental Permits	Introduction/ increase of environmental funding through permit systems and economic instruments	2022	2023	Folkestone and Hythe District Council	N/A	NO	Partially Funded	<£10k	Completed	Various pollutants regulated	100% Inspections	Ongoing	Non-compliant processes are encouraged to comply by lower annual subsistence fees and less regulatory input.

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 Strategy⁶, 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} Monitoring:

There is not currently any monitoring of PM₁₀ or PM_{2.5} within the District of Folkestone and Hythe. As such, no concentration values can be reported or estimated using the method described in Box 7.7 of LAQM.TG(22), which provides a for estimating PM_{2.5} concentrations from PM₁₀ measurements.

PM_{2.5} Background Concentrations:

The current Defra 2023 background maps for Folkestone and Hythe District Council (2018 based)⁷ show that all background concentrations on PM_{2.5} are significantly below the current annual mean AQS objective of 20 µg/m³. The highest background concentration is predicted to be 10.1 µg/m³ within the grid square (1 x 1 km) with the centroid grid reference 622500, 136500. This grid square encompasses the north-east of Folkestone city centre, including part of the A259, which is a key arterial route, where the PM secondary fraction (formed of gaseous pollutants) constitutes as the key contributor to PM_{2.5}.

It is noted that although the maximum predicted PM_{2.5} background concentration in 2023 is well below the current annual mean AQS objective of 20 µg/m³, it is above the AQS objective of 10 µg/m³ that is not to be exceeded at any monitoring station by 31st December 2040. Therefore, Folkestone and Hythe District Council will consider further actions as well as continuing those implemented already to reduce PM_{2.5} across the District.

⁶ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

⁷ Defra Background Mapping (2018 Based). Available at: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>

Smoke Control Areas:

Smoke control areas (SCAs) are designated zones in which smoke it is an offence to emit smoke from a chimney of a building, from a furnace or from any fixed boiler. It is also an offence to acquire an unauthorised fuel for use within a SCA unless it is used within an exempt appliance (exempted from the controls which generally apply in SCAs). There are currently no SCAs declared within Folkestone and Hythe. However, the Council have outlined if they determine an increase in smoke reports causing a statutory nuisance, they will enforce an SCA with accompanying fines for those who do not comply to the guidelines.

Impact on Human Health:

The Public Health Outcomes Framework data tool⁸, compiled by Public Health England quantifies the mortality burden of PM_{2.5} within England on a county and local authority scale. The 2022 fraction of mortality attributable to PM_{2.5} emissions within Folkestone and Hythe is 4.5%, which is lower than the average for the South-East region (5.7%) and England as a whole (5.8%).

Measures to Improve PM_{2.5} Concentrations:

Folkestone and Hythe District Council is taking the following measures to address PM_{2.5}:

- Actively encouraging large developers at the planning stage to install EV charging points or the consideration of suitable infrastructure to allow for future cost efficient installations;
- Implementation of 103 EV charging points throughout the District to encourage cleaner vehicle adoption;
- Replacement of Council owned petrol-powered grounds maintenance equipment with battery-operated tools;
- Continuation of the Click2cycle innovative bike sharing service in Folkestone, Sandgate, and Hythe to promote alternative forms of travel and reduce emissions;
- Promotion of the Local Cycling and Walking Infrastructure Plan (LCWIP) to reduce the number of vehicle trips generated by Folkestone and Hythe areas and

⁸ Public Health England – Public Health Outcomes Framework. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1/gid/1000043/pat/6/ati/501/are/E07000112/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/fip/0>

subsequent pollutant emission release, due to the high population concentrations and hierarchical positions in the District's settlements;

- Promotion of the '[Explore Folkestone](#)' website which maps various walking and cycling routes throughout the District as well as providing additional tourist information such as 'look out spots' along the routes; and
- Promotion of the Active Travel Fund, which is a grant that supports local transport authorities with the development of cycling and walking facilities, promoting active travel and supporting the reduction in vehicle volume and associated emission releases.

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

This section sets out the monitoring undertaken within 2023 by Folkestone and Hythe District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2019 and 2023 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Folkestone and Hythe District Council did not undertake any automatic (continuous) monitoring during 2023.

3.1.2 Non-Automatic Monitoring Sites

Folkestone and Hythe District Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 18 sites during 2023. Table A. 1 in Appendix A presents the details of the non-automatic sites. Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

During 2023, the diffusion tube network was well maintained, with an average data capture of approximately 86%. With the exception of DT's 16 and 18, no single diffusion tube site had more than one month of data missing during the entire monitoring period for which the site was established.

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. 2 in Appendix A compares 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).

In comparison to the 18 sites that made up the diffusion tube monitoring network in 2023, the NO₂ annual mean concentration decreased at 16 sites in 2023, equating to a reduction in pollutant concentrations at 88% of sites. The maximum decrease in NO₂ concentration between 2022 and 2023 reporting years was 2.6 µg/m³ at DT 10, located on A259 in New Romney, a rural area of the Folkestone and Hythe District.

All monitoring sites within the District of Folkestone and Hythe continue to report annual mean NO₂ concentrations below the annual AQS objective of 40 µg/m³, therefore all passive monitoring sites are compliant and not expected to exceed or be an area of concern. Therefore, the Council do not need to implement an AQMA within the District.

Due to the low monitored concentrations, fall-off with distance correction was not required.. The maximum reported concentration in 2023 is 22.8 µg/m³ at diffusion tube monitoring location DT 4, a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum concentration in the 2022 and 2023 ASRs, 26.2 µg/m³ and 25.1 µg/m³ respectively.

Figure A.1 presents the 2023 annual mean NO₂ concentrations at Folkestone and Hythe District Council's monitoring sites. Concentrations at all sites decreased slightly during 2023 in comparison to 2022, with the exception of DT 14 and DT 18 which both increased by 1.1 µg/m³ and 1.5 µg/m³ respectively. The increase at DT 14 is most likely attributable to its positioning on the coastal road Princes Parade, with the route lending itself to potential increased vehicular traffic and subsequent emissions during the spring/ summer periods, particularly with 'coastal tourism.' This is similar for DT 18, positioned on Littlestone Road, a direct access road to the coastal road Grand Parade/ Marine Parade in New Romney. Both tubes may also be susceptible to reporting increased annual NO₂ concentrations with potential contributions from transboundary pollution migration from nearby European destinations as well as ship emissions due to their coastal location.

For diffusion tubes, the full 2023 dataset of monthly values is provided in Appendix B. Note that the concentration data presented in Table B.1 – NO₂ 2023 Diffusion Tube Results

($\mu\text{g}/\text{m}^3$) includes distance corrected values, only where relevant. The monitoring dates were not aligned with the Defra calendar dates for January, March and April during the survey period, due to staff shortages and resourcing constraints. As such, there is a degree of uncertainty surrounding the monitoring results provided.

It is possible to infer the risk of exceedances of the 1-hour mean NO_2 AQS objective at diffusion tube monitoring sites. LAQM.TG(22) provides an empirical relationship that states exceedances of the 1-hour objective are unlikely when the annual mean concentration is below $60\mu\text{g}/\text{m}^3$. Given that the highest recorded annual mean concentration at any of the diffusion tube monitoring sites is $22.8\mu\text{g}/\text{m}^3$ in 2023, and $30.0\mu\text{g}/\text{m}^3$ since 2019, it is possible to conclude that there have been no likely exceedances of the hourly mean NO_2 objective at all monitoring locations in the last five years.

3.2.2 Particulate Matter (PM_{10})

Particulate Matter (PM_{10}) was not monitored by Folkestone and Hythe District Council in 2023.

3.2.3 Particulate Matter ($\text{PM}_{2.5}$)

In 2023, Particulate Matter ($\text{PM}_{2.5}$) was not monitored by Folkestone and Hythe District Council.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Cheriton Road	Roadside	622400	136100	NO ₂	N	1.0	1.2	No	3.0
DT2	Cheriton Place	Roadside	622584	135820	NO ₂	N	5.0	1.8	No	2.6
DT3	Wear Bay Road	Roadside	609964	135279	NO ₂	N	11.5	3.0	No	3.5
DT4	Black Bull Road	Roadside	612900	138200	NO ₂	N	1.0	5.0	No	3.0
DT5	Martello Cottages	Roadside	622734	136769	NO ₂	N	7.0	10.0	No	2.5
DT6	Cold Harbour	Roadside	614552	134012	NO ₂	N	N/A	N/A	No	2.0
DT7	Oak	Roadside	622396	136976	NO ₂	N	6.0	3.5	No	2.6
DT8	Stanford North	Urban Background	612964	136190	NO ₂	N	N/A	N/A	No	2.0
DT9	Cherry Garden Avenue	Roadside	621248	137352	NO ₂	N	7.5	8.0	No	2.5
DT10	Martins Cottages	Roadside	604116	124888	NO ₂	N	1.2	1.0	No	2.5
DT11	Hawking	Roadside	621436	139593	NO ₂	N	1.2	1.0	No	3.0
DT12	Horn Street	Kerbside	618860	135899	NO ₂	N	1.0	1.0	No	2.0
DT13	Kennett Lane	Rural	612481	137978	NO ₂	N	91.0	0.0	No	2.0
DT14	Princes Parade	Roadside	618727	134797	NO ₂	N	39.0	1.0	No	2.0
DT15	Dixiwell	Roadside	621361	135511	NO ₂	N	15.0	0.0	No	2.0
DT16	Seabrook Road	Roadside	618680	134977	NO ₂	N	8.0	0.0	No	2.0
DT17	St Andrews Road	Roadside	608206	124832	NO ₂	N	21.5	0.0	No	2.0
DT18	Littlestone Road	Roadside	607675	124699	NO ₂	N	16.3	0.0	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A. 2 – Annual Mean 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 2023 (%) ⁽²⁾	2019	2020	2021	2022	2023
DT1	622400	136100	Roadside	99.4	99.4	21.0	18.3	21.6	20.0	18.9
DT2	622584	135820	Roadside	99.4	99.4	25.7	15.6	16.7	16.7	15.4
DT3	609964	135279	Roadside	90.8	90.8	17.7	14.2	13.2	15.0	13.2
DT4	612900	138200	Roadside	99.4	99.4	27.9	22.6	26.2	25.1	22.8
DT5	622734	136769	Roadside	93.6	93.6	25.3	19.6	20.9	21.0	19.8
DT6	614552	134012	Roadside	99.4	99.4	11.8	9.7	9.9	10.8	9.4
DT7	622396	136976	Roadside	99.4	99.4	22.4	13.9	16.0	15.9	14.6
DT8	612964	136190	Urban Background	89.7	89.7	17.8	13.7	12.6	13.0	11.1
DT9	621248	137352	Roadside	99.4	99.4	30.0	19.7	23.2	22.2	21.8
DT10	604116	124888	Roadside	99.4	99.4	16.6	13.1	14.0	14.4	11.8
DT11	621436	139593	Roadside	99.4	99.4	19.3	14.5	16.8	16.0	15.3
DT12	618860	135899	Kerbside	91.9	91.9	16.2	14.1	14.7	14.8	14.2
DT13	612481	137978	Rural	99.4	99.4	13.6	10.9	10.8	11.0	9.3
DT14	618727	134797	Roadside	91.4	91.4	16.3	12.9	13.2	14.0	15.1
DT15	621361	135511	Roadside	99.4	99.4	24.3	20.1	20.2	20.3	19.5
DT16	618680	134977	Roadside	82.7	82.7	18.1	14.4	18.0	15.8	14.7
DT17	608206	124832	Roadside	91.4	91.4	-	9.9	9.6	9.8	8.9
DT18	607675	124699	Roadside	82.7	82.7	-	14.0	15.3	12.6	14.1

☒ 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 NO_2 annual mean objective of $40\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO_2 annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

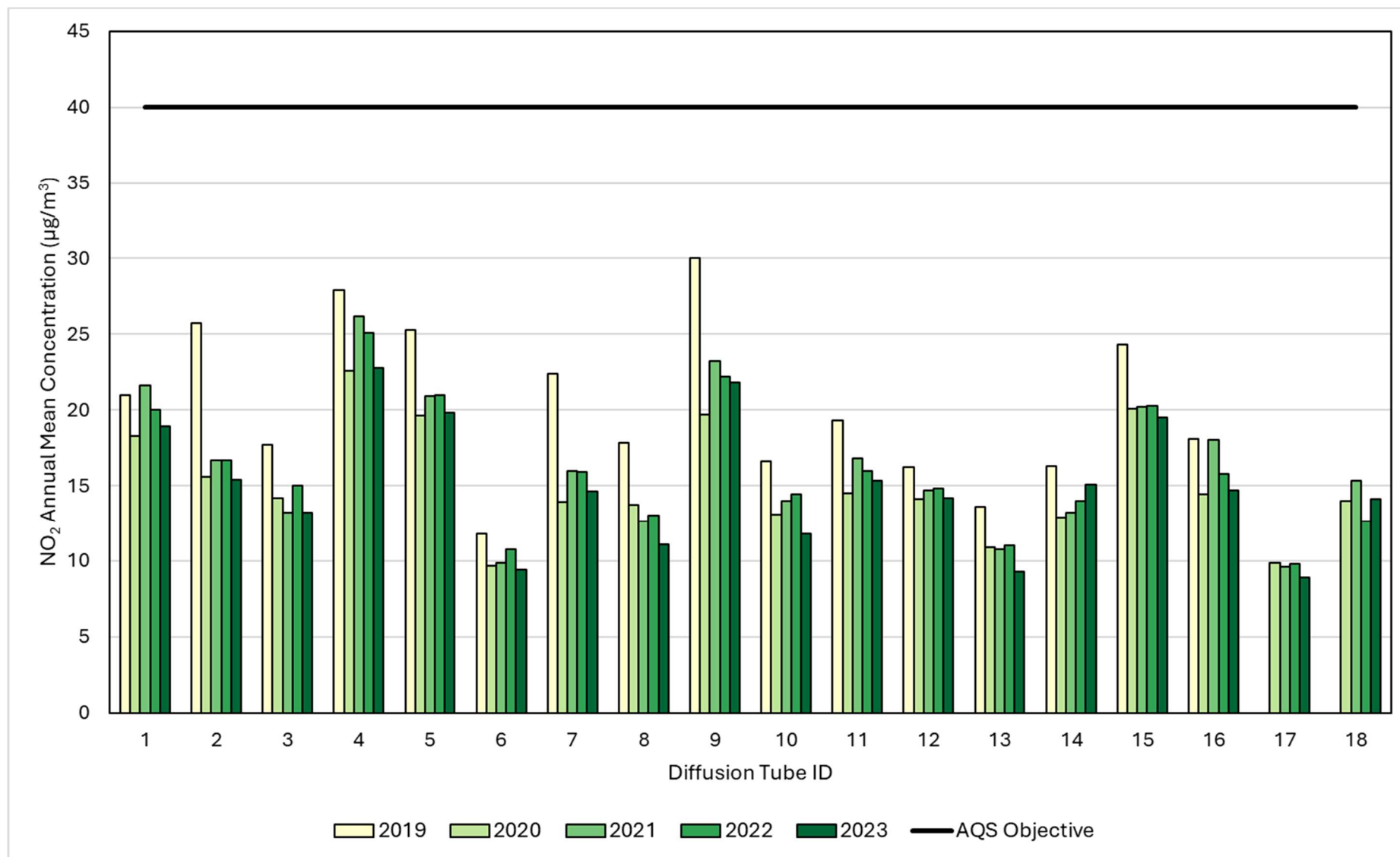
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

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

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

Figure A.1 - Trends in Annual Mean NO_2 Concentrations – All Diffusion Tubes



Appendix B: Full Monthly Diffusion Tube Results for 2023

Table B.1 – NO₂ 2023 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 (0.77)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	622400	136100	34.3	35.1	25.2	29.0	15.5	24.6	16.7	21.8	27.8	22.3	28.3	18.5	24.5	18.9		
2	622584	135820	26.3	28.0	19.9	27.3	17.2	24.3	11.9	20.9	23.8	15.5	17.6	10.7	20.0	15.4		
3	609964	135279	20.1	22.2	16.2	20.8		20.6	11.7	16.3	22.4	13.4	17.9	9.7	17.2	13.2		
4	612900	138200	34.2	38.4	30.0	41.1	27.3	31.9	21.9	27.8	37.7	28.6	23.4	19.2	29.7	22.8		
5	622734	136769		33.8	29.6	28.3	21.8	27.6	19.3	23.9	34.0	23.8	23.7	17.5	25.7	19.8		
6	614552	134012	11.5	16.9	14.6	18.9	7.3	12.2	7.6	14.3	11.1	26.7	2.6	5.7	12.3	9.4		
7	622396	136976	21.9	27.1	18.0	31.4	12.0	19.2	13.9	17.6	21.8	21.6	17.0	11.8	18.9	14.6		
8	612964	136190	18.2	20.0	13.9	18.1	11.6	14.4	9.1		16.9	15.9	15.2	8.0	14.4	11.1		
9	621248	137352	40.5	27.4	28.6	28.6	18.2	26.5	21.0	24.8	34.6	31.8	35.6	25.4	28.3	21.8		
10	604116	124888	18.1	20.7	14.2	18.2	13.9	17.8	10.7	16.3	17.5	14.7	16.5	7.9	15.4	11.8		
11	621436	139593	23.7	26.9	21.8	21.5	13.2	19.8	16.6	18.1	23.4	20.6	21.5	13.4	19.9	15.3		
12	618860	135899	20.1	22.2	19.1	20.1	13.6	19.5		19.0	21.2	17.9	12.1	19.7	18.5	14.2		
13	612481	137978	17.5	16.3	13.0	12.5	6.7	12.8	9.9	12.2	13.8	11.2	12.1	8.1	12.0	9.3		
14	618727	134797	25.2	26.8	20.8	20.5	12.3	21.3	14.1	19.5		15.5	25.8	15.7	19.7	15.1		
15	621361	135511	32.6	33.6	26.3	28.1	15.9	25.9	17.3	22.6	33.9	22.0	31.1	18.4	25.4	19.5		
16	618680	134977	25.2	27.4	18.8	22.6	13.8	21.4	12.6	17.4	22.4			12.9	19.1	14.7		
17	608206	124832	12.6	14.0	11.6	18.0	6.4	14.1	8.4	13.7		12.4	10.9	6.5	11.5	8.9		
18	607675	124699	23.2	23.3	17.3	22.2	12.9	18.2	9.7	18.2		12.9	27.1		18.3	14.1		

- ☒ 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.
- ☒ Folkestone and Hythe District Council confirm that all 2023 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 QA/QC

New or Changed Sources Identified Within Folkestone and Hythe During 2023

Folkestone and Hythe District Council has identified at least 5 potential new, ongoing or recently closed development sources relating to air quality within the reporting year of 2023, detailed below in Table C. 1. Associated Air Quality Assessments (AQAs) or equivalent Environmental Assessments (EAs) / Construction Management Plans (CMPs) have been prepared and/or are required to be undertaken to outline that the developments are not expected to significantly impact the air quality objectives within the area as development progresses into the 2024 monitoring year and onwards.

Table C. 1 – 2023 Ongoing Developments in Folkestone and Hythe District

Application Number	Location	Proposal	Status
24/0520/FH	Land to the South of Ashford Road, Sellindge	Outline planning application for the erection of up to 55 dwellings with public open space, landscaping, sustainable drainage system (SUDS), a vehicular access point from Ashford Road. All matters reserved except for access.	Under Consultation
21/0553/FH	Land Opposite 24, Station Road, Hythe	Outline planning consent - some matters reserved.	Under Consultation
24/0030/FH	Nickolls Quarry, Dymchurch Road, Hythe, CT21 4NE	Application for the approval of Reserved Matters (Access, Appearance, Layout, Scale, and Landscaping) for Phases 3 and 4 pursuant to conditions 1, 4, 8, 9, 10, 16, 17, 21, 26, 30, 31, 34, 37, 39, and 43 of Outline planning permission Y19/1492/FH for a residential development including the provision of affordable housing, site access, landscaping, parking and earthworks.	Under Consultation
23/1972/FH	Land at the Junction of Aerodrome Road & Spitfire way, Hawkinge	Outline planning permission, with all other matters reserved (except for access & landscaping) for a mixed use development, comprising up to 52 dwellings comprising 36 houses and 16 flats, with a provision of up to 12 self/custom-build homes, and 11 'affordable' homes; together with up to 400 sq.m of convenience retail development (Class E), including access from Spitfire Way,	Closed

Application Number	Location	Proposal	Status
		landscaping, and new pedestrian access route	
23/2024/FH	Former Rotunda Amusement Park, Plot A, Marine Parade, Folkestone, CT20 2DR	Approval of Reserved Matters (Layout, Access, Scale and Appearance, Public realm, landscaping and plays space) pursuant to Phase 1 (Plot A) of Outline approval Y17/1099/SH. for the erection of a single 8-storey (ground and 7 upper floors) residential building plus lower ground car park. The building will comprise: 13 residential units, amenity uses (lobby, residents lounge and gym) refuse storage, ancillary plant space and parking at basement level (26 car parking and 41 cycle spaces). The application seeks approval for reserved matters (condition 7) of the outline consent. Supporting documentation for planning conditions 1, 2, 7, 8, 12, 13, 17, 18, 20 and 27 of the outline consent.	Closed
Y19/0257/FH	Otterpool Park Development, Ashford Road, Sellindge, Kent	Outline application, with all matters reserved, for a comprehensive residential led mixed use development comprising: Up to 8,500 residential homes including market and affordable homes; age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages; demolition of identified existing buildings; a range of community uses including primary and secondary schools, health centres and nursery facilities; retail and related uses; leisure facilities; business and commercial uses; open space and public realm; new planting and landscaping, and ecological enhancement works; sustainable urban drainage systems; utility and energy facilities and infrastructure; waste and waste water infrastructure and management facilities; vehicular bridge links; undercroft, surface and multi-storey car parking; creation of new vehicular and pedestrian accesses into the site, and creation of a new vehicular, pedestrian and cycle network within the site; improvements to the existing highway and local road network; lighting; engineering works, infrastructure and associated facilities; together with interim works or temporary structures required by the development and other associated works including temporary meanwhile uses.	Under Consultation

Additional Air Quality Works Undertaken by Folkestone and Hythe District Council During 2023

Folkestone and Hythe District Council has not completed any additional works within the reporting year of 2023.

QA/QC of Diffusion Tube Monitoring

Folkestone and Hythe District Council's diffusion tubes in 2023 were supplied and analysed by SOCOTEC Didcot, using the 50% Triethanolamine (TEA) in acetone preparation method. SOCOTEC's laboratory is UKAS accredited, participating in the AIR-PT Scheme for NO₂ tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance. In the AIR PT intercomparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes, SOCOTEC currently holds the highest rank of a 'Satisfactory' laboratory.

Local authority co-location studies which use tubes supplied by SOCOTEC with the 50% TEA in acetone preparation method in 2023, with 28 studio rated as 'good', as shown by the precision summary results. This precision reflects the laboratory's performance and consistency in preparing and analysing the tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have a "good" precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

Monitoring in 2023 was somewhat completed in adherence with the 2023 Diffusion Tube Monitoring Calendar, whereby all changeovers were completed within ± 2 days of the specified date with the exception of January (shorter than the recommended period (-4 days)), March (longer than the recommended period (+4 days)), and April (shorter than the recommended period (-4 days)).

Diffusion Tube Annualisation

For any site where data capture is below 75%, annualisation is to be performed. This is because section 7.196 of LAQM.TG(22) states that:

“If data capture is below 75% for the year, then it is necessary to annualise the data... [as] the concentration varies throughout the year, and the instrument may have been operational for a period of above or below average concentrations”.

During 2023, there was no requirement for annualisation at any diffusion tube sites within Folkestone and Hythe District, as all sites had greater than 75% data capture.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2024 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.

Folkestone and Hythe District Council have applied a national bias adjustment factor of 0.77 to the 2023 monitoring data. A summary of bias adjustment factors used by Folkestone and Hythe District Council over the past five years is presented in Table C. 2.

No co-location studies are carried out by Folkestone and Hythe District Council therefore only a national factor can be applied. The national factor for SOCOTEC Didcot 50% TEA in acetone, as presented in the Diffusion Tube Bias Factors Spreadsheet v03_24, was 0.77 based on 28 studies. The National Bias Adjustment Spreadsheet is presented in Figure C. 1.

Table C. 2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.78
2020	National	09/19	0.76
2019	National	06/18	0.75

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 – NO₂ 2023 Diffusion Tube Results (µg/m³).

No diffusion tube monitoring location within Folkestone and Hythe District Council required distance correction during 2023.

Figure C. 1 – National Bias Adjustment Factor Spreadsheet (03/24)

National Diffusion Tube Bias Adjustment Factor Spreadsheet							Spreadsheet Version Number: 03/24			
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. The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECCOM and the National Physical Laboratory. Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd. This spreadsheet will be updated at the end of June 2024 LAQM Helpdesk Website										
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 ³ 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 ²	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 By¹	Method To undo your selection, choose (All) from the pop-up list	Year² To undo your selection, choose (All)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision⁵	Bias Adjustment Factor (A) (Cm/Dm)
SOCOTEC Didcot	50% TEA in Acetone	2023	R	East Suffolk Council	12	29	21	38.9%	G	0.72
SOCOTEC Didcot	50% TEA in Acetone	2023	R	Wrexham County Borough Council	11	17	14	25.2%	G	0.80
SOCOTEC Didcot	50% TEA in Acetone	2023	R	Horsham District Council	12	21	17	23.5%	G	0.81
SOCOTEC Didcot	50% TEA in Acetone	2023	R	Horsham District Council	10	25	17	43.5%	G	0.70
SOCOTEC Didcot	50% TEA in Acetone	2023	R	Horsham District Council	10	23	24	-5.4%	G	1.06
SOCOTEC Didcot	50% TEA in Acetone	2023	UI	North Lincolnshire Council	10	14	11	26.2%	G	0.79
SOCOTEC Didcot	50% TEA in acetone	2023	R	Bridgend Council	11	32	27	20.8%	G	0.83
SOCOTEC Didcot	50% TEA in acetone	2023	R	Cambridge City Council	12	22	18	24.8%	G	0.80
SOCOTEC Didcot	50% TEA in acetone	2023	R	Leeds City Council	10	39	29	32.3%	G	0.76
SOCOTEC Didcot	50% TEA in acetone	2023	KS	Leeds City Council	10	30	20	48.9%	G	0.67
SOCOTEC Didcot	50% TEA in acetone	2023	R	Leeds City Council	12	25	19	30.0%	G	0.77
SOCOTEC Didcot	50% TEA in acetone	2023	UC	Leeds City Council	11	26	19	40.0%	G	0.71
SOCOTEC Didcot	50% TEA in acetone	2023	KS	Marylebone Road intercomparison	11	53	38	41.4%	G	0.71
SOCOTEC Didcot	50% TEA in acetone	2023	R	Vale Of White Horse District Council	10	22	18	21.2%	G	0.83
SOCOTEC Didcot	50% TEA in acetone	2023	UB	Wirral Council	11	15	13	16.7%	G	0.86
SOCOTEC Didcot	50% TEA in acetone	2023		Overall Factor³ (28 studies)				Use		0.77

Appendix D: Maps of Monitoring Locations

Figure D.1- All Non-Automatic Monitoring Sites



Figure D.2 – Non-Automatic Monitoring Sites: Lympe

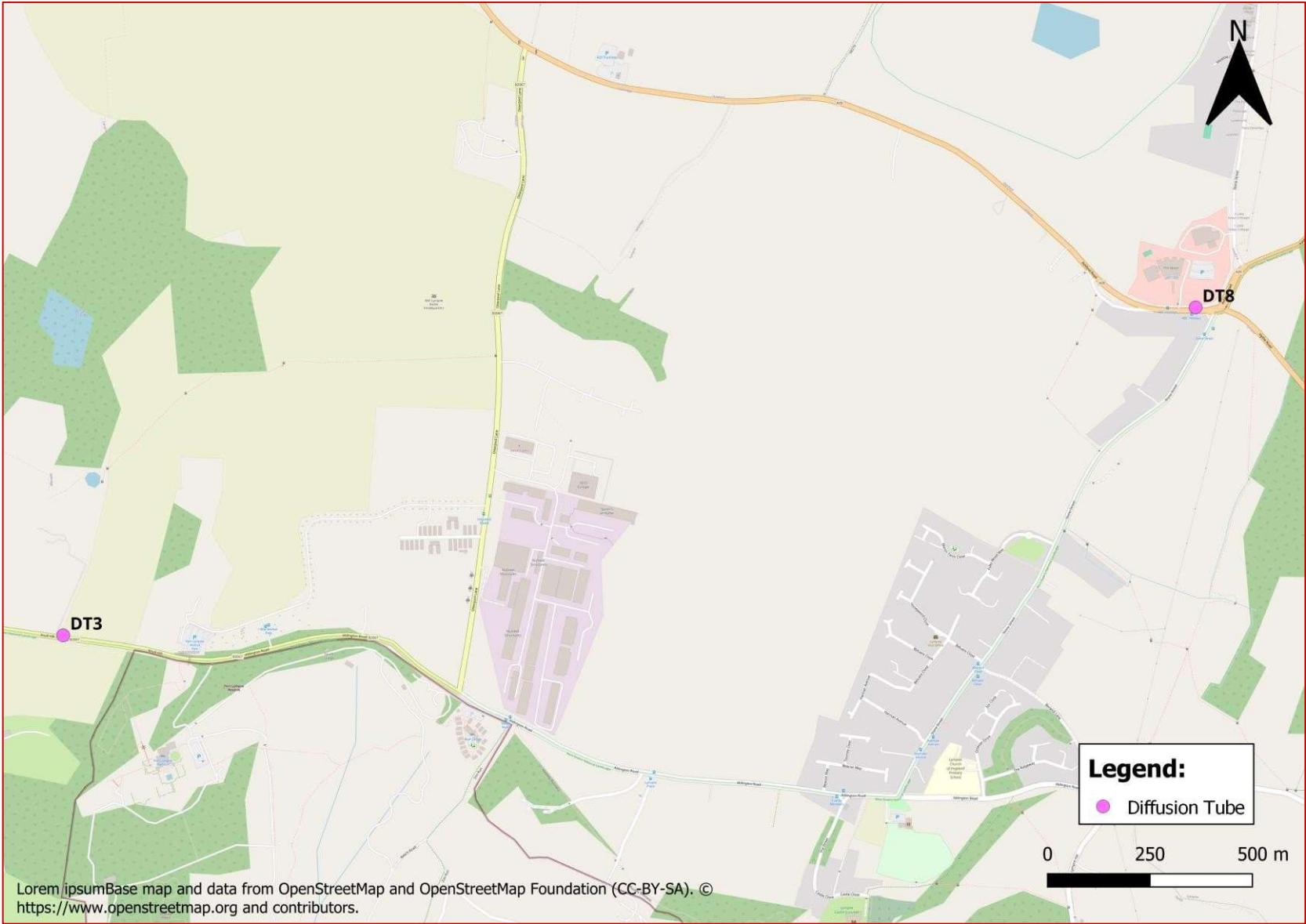


Figure D.3 – Non-Automatic Monitoring Sites: Folkestone

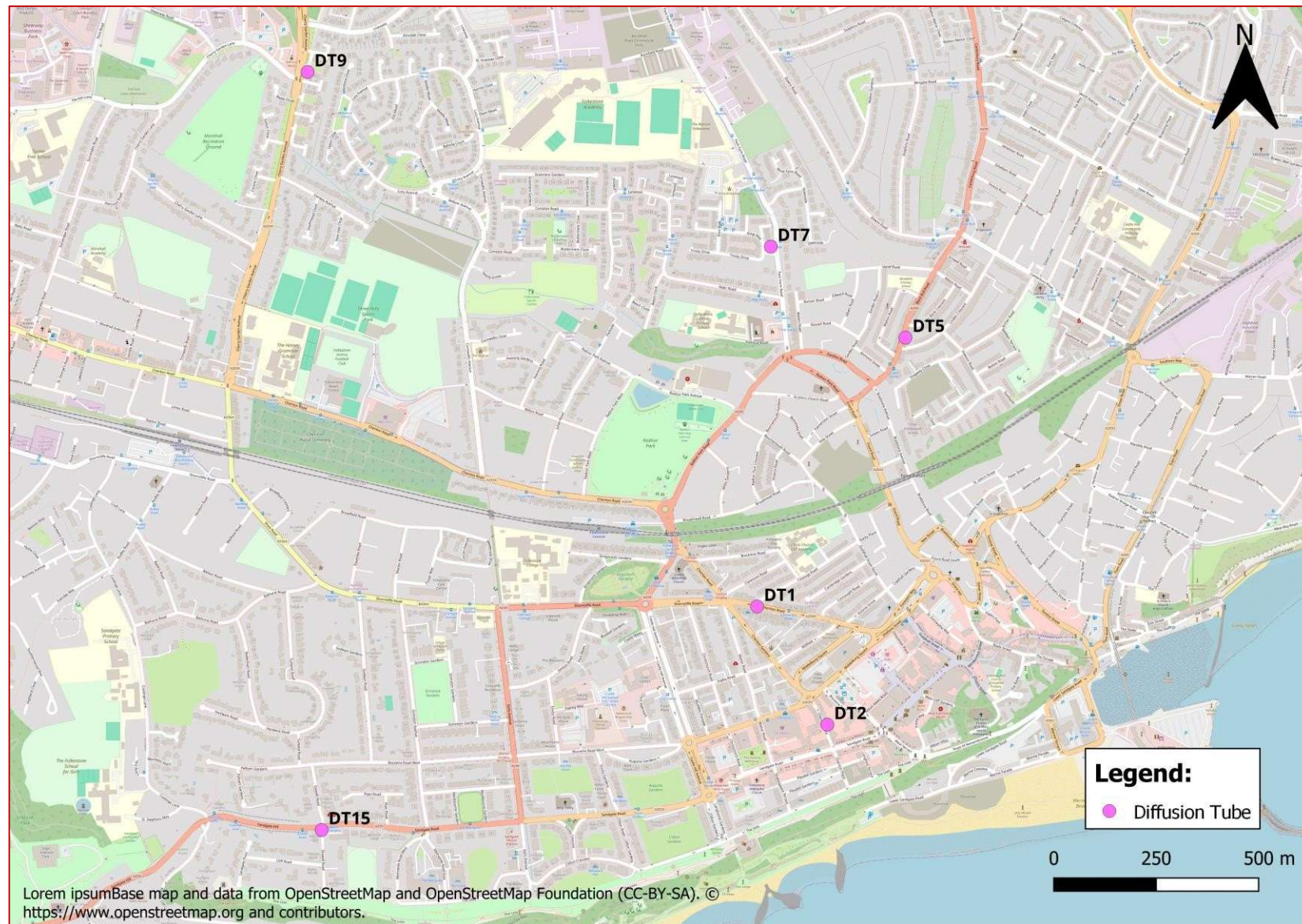


Figure D.4 – Non-Automatic Monitoring Sites: Hawkinge

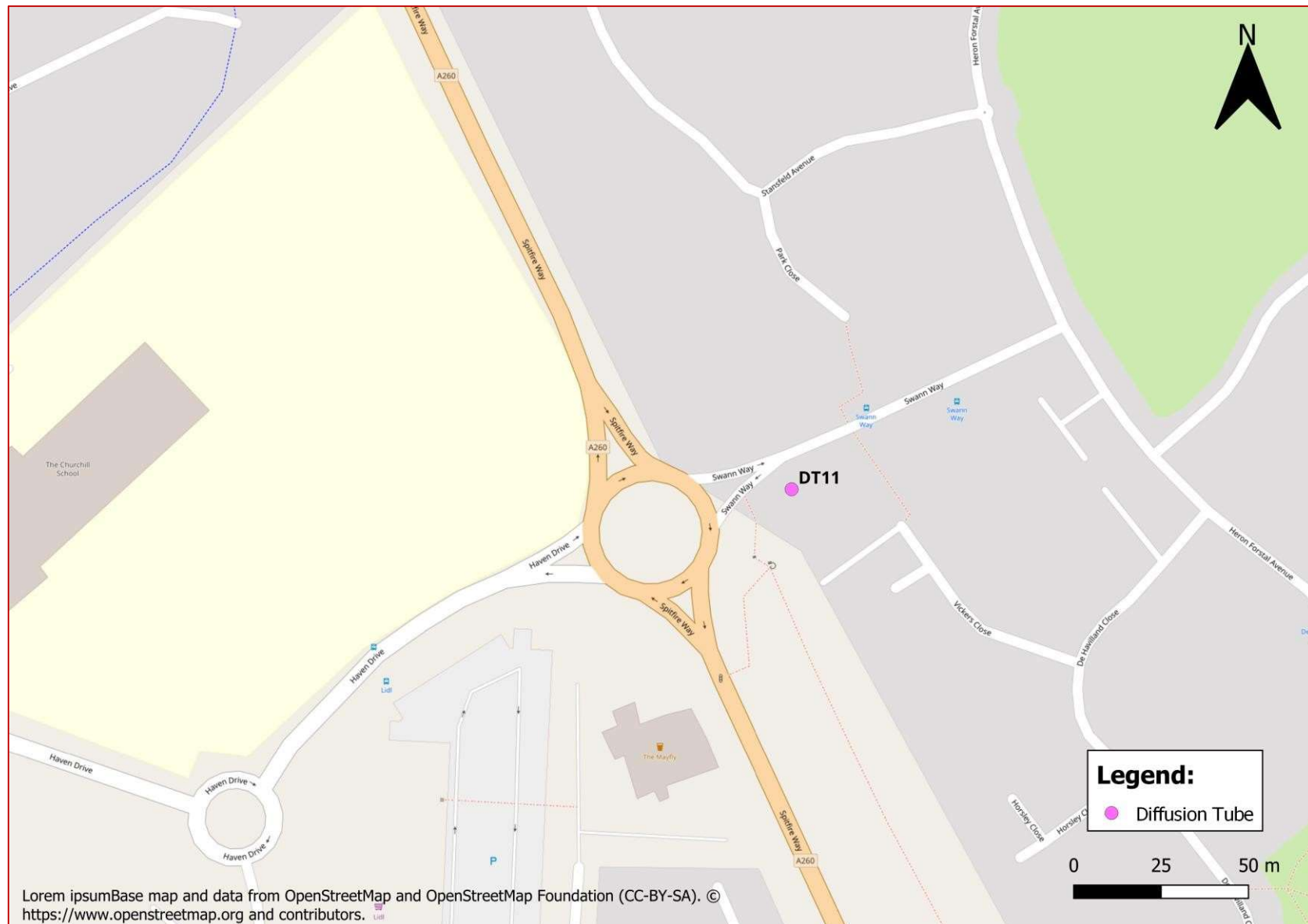


Figure D.5 – Non-Automatic Monitoring Sites: Pennypot

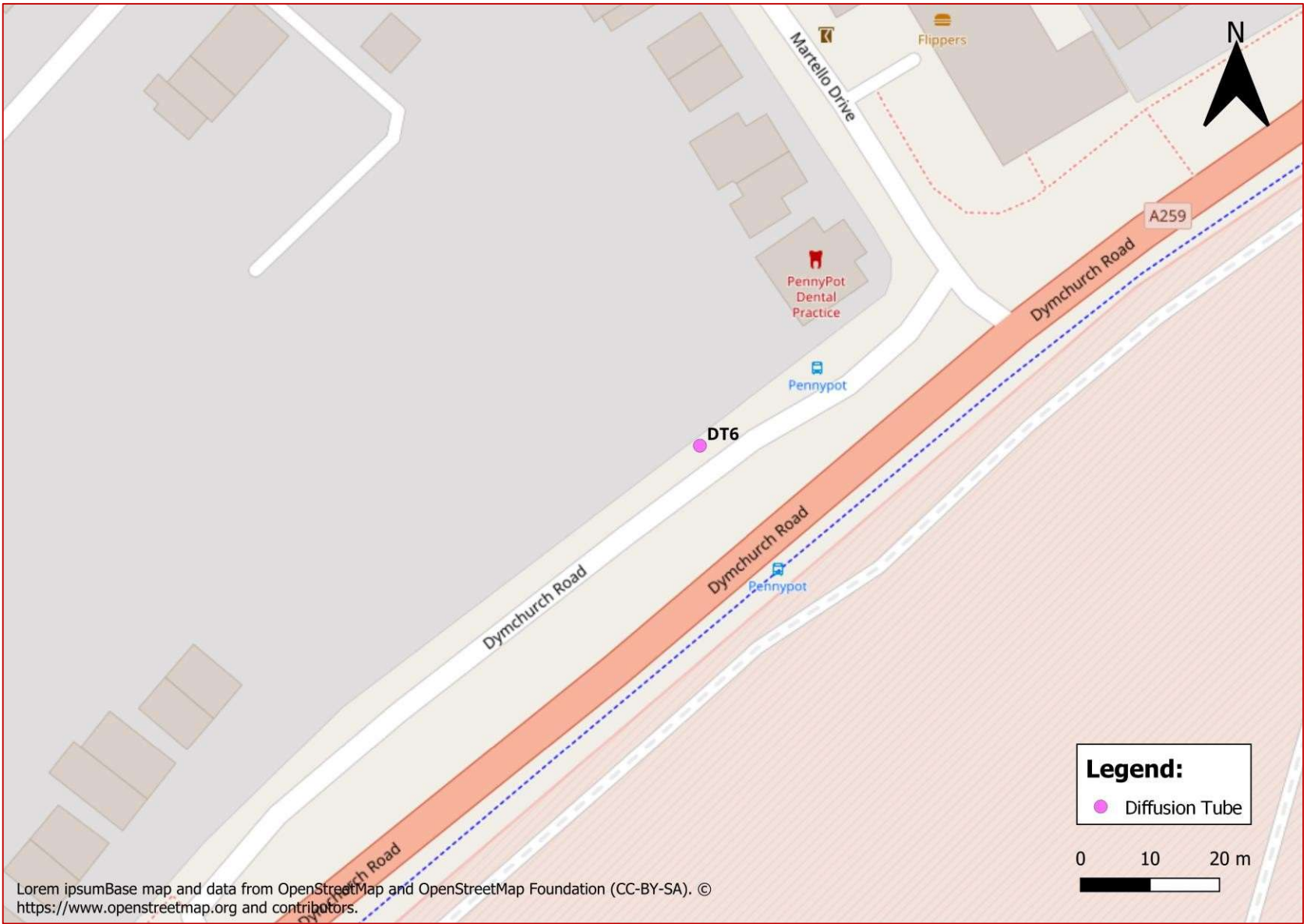


Figure D.6 – Non-Automatic Monitoring Sites: Romney

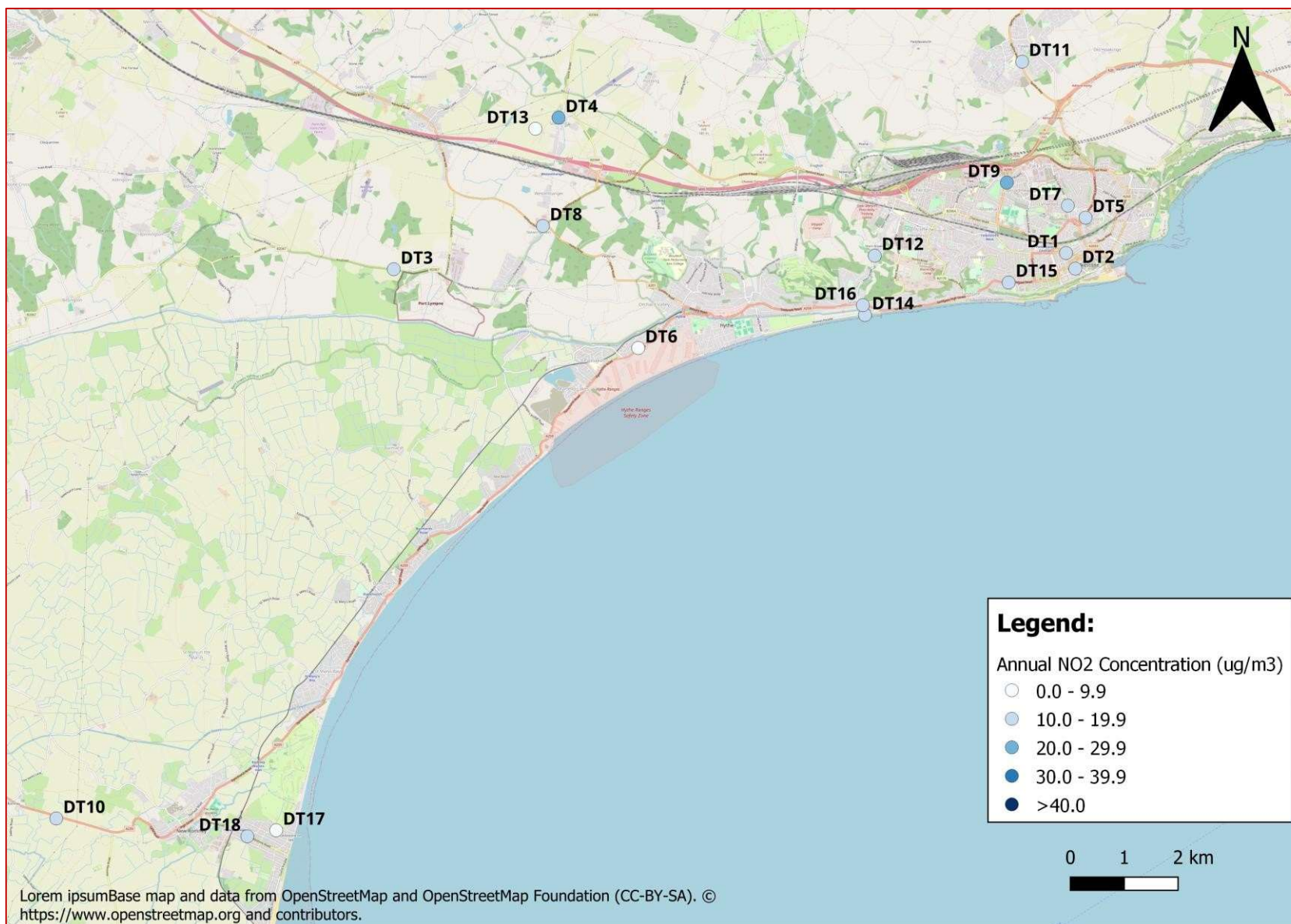


Figure D.7 – Non-Automatic Monitoring Sites: Seabrook



Figure D.8 – Non-Automatic Monitoring Sites: Stanford



Figure D.9 – 2023 Annual NO₂ Concentrations All Non-Automatic Monitoring Sites

Appendix E: Summary of Air Quality Objectives in England

Table E.1– Air Quality Objectives in England⁹

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

⁹ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQA	Air Quality Assessment
AONB	Area of Outstanding Natural Beauty
AQS	Air Quality Standard
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
CMP	Construction Management Plan
CO ₂	Carbon Dioxide
CVD	Cardiovascular Disease
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
DT	Diffusion Tube
EA	Environmental Assessment
EPC	Energy Performance Certificate
EU	European Union
EV	Electric Vehicles
FDMS	Filter Dynamics Measurement System
HCP	Health Care Professionals
LAQM	Local Air Quality Management
LCWIP	Local Cycling and Walking Infrastructure Plan
LED	Light Emitting Diode
NHS	National Health Service
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides

Abbreviation	Description
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
PG	Policy Guidance
QA/QC	Quality Assurance and Quality Control
SCA	Smoke Control Area
SHDC	Social Housing Decarbonisation Fund
SO ₂	Sulphur Dioxide
SSSI	Sites of Special Scientific Interest
TG	Technical Guidance

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- Folkestone and Hythe District Council 2023 Air Quality Annual Status Report.



Folkestone & Hythe District Council 2023 Annual Status Report

Bureau Veritas

June 2023

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2023 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 2023

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Report Reference Number	Folkestone and Hythe 2023 ASR
Date	June 2023

Executive Summary: Air Quality in Our Area

Air Quality in Folkestone and Hythe District Council

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas^{1,2}.

The mortality burden of air pollution within the UK is equivalent to 29,000 to 43,000 deaths at typical ages³, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017⁴.

The District of Folkestone and Hythe is situated in Kent on the south east coast of England, approximately 69 miles from London. The area occupies a key strategic position on the M20 as a gateway to continental Europe with the Channel Tunnel and London Ashford Airport all within its boundary. Folkestone and Hythe District contains an area of approximately 137 square miles and boasts a rich variety of charming landscape. More than 33% of the District falls within the Kent Downs Area of Outstanding Natural Beauty (AONB) and there are over 15 Sites of Special Scientific Interest (SSSI).

In comparison to the rural areas of the District, the largest urban area is the town of Folkestone, where approximately half of the District's population, exceeding 109,000, live. Other population centres within the District are Hythe, New Romney and Hawkinge.

The main source of pollution within the District is from road traffic emissions originating from major roads including the M20, A20, A259, A260 and A2034 that pass through the District. Due to the strategic nature of the road links, the majority of the vehicles are throughflow traffic, they do not start nor end their journeys within Folkestone and Hythe. Other pollution

¹ Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

² Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Air quality appraisal: damage cost guidance, January 2023

⁴ Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

sources including commercial, industrial, and domestic sources also contribute to pollutant concentrations within the District.

Due to Folkestone and Hythe District Council's consistent years of no reported exceedances of the annual mean NO₂ AQS (Air Quality Standard), the area is considered to have good air quality. As a result of this, there have never been any declared Air Quality Management Areas (AQMAs) within the District. The Council continues to review its monitoring network, deploying new monitoring sites in areas where there has either never been any monitoring conducted, or where there is a possibility of there being elevated NO₂ concentrations. Two new monitoring sites were deployed in 2020 (DT17 and 18), reporting concentrations well below the NO₂ AQS.

During 2022, there were no reported exceedances of the annual mean NO₂ AQS, this continues the trend of no exceedances over the last 6 years, therefore there is no requirement to declare an AQMA. The maximum reported NO₂ concentration was 25.1µg/m³ at passive monitoring location DT4.

An increase in concentrations from 2021 – 2022 is reported within this report, ten passive monitoring sites underwent an increase, two fewer than the previous reporting year. The reduction in the number of increases reported compared to 2021 is likely due to the establishment of a 'new normal' in traffic volumes, with organisations remaining to facilitate 'Working From Home' (WFH) post COVID-19 pandemic restrictions relieving, thus reducing the number of vehicles comparative to pre-pandemic periods. The 2022 monitoring was somewhat induced to pre-pandemic traffic volumes, with UK COVID-19 restrictions lifting, therefore subject to increases in NO₂ concentrations from 2020 and 2021.

There are no diffusion tube monitoring sites where the NO₂ annual mean is greater than 60µg/m³, therefore in accordance with Defra LAQM.TG(22) there are no sites likely to be at risk of exceeding the 1-hour mean AQS objective.

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.

The Environmental Improvement Plan⁵ sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term PM_{2.5} targets. The National Air Quality Strategy, due to be published in 2023, will provide more information on local authorities' responsibilities to work towards these new targets and reduce PM_{2.5} in their areas. The Road to Zero⁶ details the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Within Folkestone & Hythe District Council, since the initiation of the passive monitoring network, there has been no sites that have exceeded the AQS annual mean objective for NO₂. As a result, there are currently no designated AQMAs therefore an Air Quality Action Plan (AQAP) is not required. Additionally, there are currently no plans to produce an Air Quality Strategy (AQS) for the District.

The air quality in Folkestone and Hythe District is considered to be good, with air quality in 2022 displaying complete compliance with the AQS and following the same trend for the previous 6 years of monitoring. The Council will continue to monitor and assess the results for the coming year within the NO₂ diffusion tube network.

Folkestone and Hythe District Council are involved in a collaborative Kent local authorities project, where a joint bid for a DEFRA Air Quality Grant bid worth £175,675 was successful. The funding will facilitate the development of a digital training resource for Health Care Professionals (HCPs) across the Kent and Medway Group to provide training, local evidence and resources to enable practitioners to advise patients with Cardiovascular Disease (CVD) or respiratory disease on how to reduce their exposure to air pollution. Therefore, promoting an inclusive community and future collaboration by working with the health service to identify opportunities for improving education surrounding air quality, limiting emission source(s) use, and encouraging mortality longevity by outlining areas for improvement (e.g. reducing outdoor activity during a high pollution episode).

Folkestone and Hythe District Council are also working with councils across Kent as well as the National Health Service (NHS), to help residents save energy in their homes in turn

⁵ Defra. Environmental Improvement Plan 2023, January 2023

⁶ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

supporting the reduction of pollutant release from gas stoves and limiting wood burner use, for example. The campaign was launched in November 2022 and is available to review: <https://www.folkestone-hythe.gov.uk/col/share-the-warmth>

Folkestone and Hythe District Council continue to progress with the Click2cycle innovative bike sharing service in Folkestone, Sandgate, and Hythe. The service was launched in June 2018 and continues to be endorsed with users able to rent a bike from any of the various Bike Hire Stations along a 5-mile route between Romney, Hythe and Dymchurch Light Railway in Hythe and Folkestone Harbour.

The Council remains actively encouraging large developers at the planning stage to install electric charging points or consider suitable infrastructure to allow for future cost-efficient installations.

As part of the Council's commitment to reduce the impacts of, and tackle climate change, the Council continues to progress and aim to hit net-zero carbon emissions by 2030 on Councils assets and fleets. Folkestone and Hythe District Council have set out 33 actions to reduce CO₂ emissions, which have shared benefits in reducing both NO₂ and PM emissions. The Council confirms the collaborative relationship with Kent County Council and five other local authorities to roll out a programme of charging points for electrical vehicles (EV) across the district, resulting in 132 EV charging points being implemented. The Council has also provided investment into purchasing battery-operated grounds maintenance equipment where suitable to replace petrol-powered equipment.

Conclusions and Priorities

During 2022, the passive monitoring results show that there were no exceedances of the annual mean objective of 40µg/m³ for NO₂ within the of Folkestone and Hythe District. The Council will continue to use the passive monitoring network to monitor air quality within the district and ensure compliance is maintained with the AQS.

The following actions are considered to be key priorities in ensuring the air quality conditions within Folkestone and Hythe District continue to comply with the AQS objectives:

- Continue to review the current monitoring programme, exploring the need to deploy new monitoring locations in areas where monitoring has not previously been undertaken and where it is believed that there may be elevated concentrations of NO₂ in areas of relevant public exposure;

- Actively engage with large residential developers at planning application stages to promote the installation of electric vehicle charging or alternatively, provide suitable infrastructure to allow for future cost-efficient installations;
- To work in conjunction with the County Council to investigate the scope for the introduction of traffic management initiatives where appropriate, including lorry management and traffic speed control;
- Provide an integrated transport network to facilitate the efficient movement of pedestrian and vehicular traffic, goods, and services within the District;
- Continuation of improving accessibility to key services and facilities whilst directing development to sustainable locations in order to achieve sustainable development;
- Continue to reduce the volume of traffic on the District's roads by encouraging effective active transport methods (e.g. public transport, cycling, and walking) and by the careful integration of residential areas, shopping and recreational facilities, and the workplace; and
- Continue to be an active member of the Kent and Medway Air Quality Partnership.

Local Engagement and How to get Involved

Given the main source of air pollution within Folkestone and Hythe is from transport sources, the public can support the reduction in air pollutant(s) release and improve air quality within the District by participating in active travel.

Folkestone and Hythe District Council have progressed additional public engagement work in 2022 through the below schemes, although the engagement schemes in 2021 are still active:

- The collaborative relationship with the NHS to reduce energy use and associated pollutant release in private homes and via the HCP digital training resource, although still in development;
- The collaborative relationship with Kent County Council and five other local authorities to roll out a programme of charging points for electrical vehicles (EV) across the district, resulting in 132 EV charging points being implemented; and
- Investment into purchasing battery-operated grounds maintenance equipment where suitable to replace petrol-powered equipment.

The following measures are possible alternatives to private travel and actions that everyone can complete that would contribute to improving air quality within the District:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the volume of vehicles and limits congestion;
- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and also there is the added health benefits through exercise;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the volume of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools;
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel efficient cars are available, and all have different levels benefits by reducing the amount of emissions being released; and
- Asking your employer, school or college about the possibility of developing a green travel plan.

Further information about air quality and pollutants can be found on the Council's website. Additional information on air quality monitoring data, details on the main pollutants associated with air quality, alongside an air quality email subscription service is available on the [KentAir](#) website.

Local Responsibilities and Commitment

This ASR was prepared by Bureau Veritas on behalf of the Environmental Health Department of Folkestone and Hythe District Council with the support and agreement of the following officers and departments:

Wai Tse, Environmental Protection Specialist, Environmental Health.

This ASR has been approved by:

Wai Tse, Environmental Protection Specialist, Environmental Health.

This ASR has not been signed off by a Director of Public Health.

If you have any comments on this ASR please send them to Wai Tse at: Folkestone & Hythe District Council, Civic Centre, Castle Hill Avenue, Folkestone, Kent, CT20 2QY. 01303 853550 - Wai.Tse@folkestone-hythe.gov.uk

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1 Local Air Quality Management

This report provides an overview of air quality in Folkestone and Hythe District Council during 2022. 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 Folkestone and Hythe District 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.

Folkestone & Hythe District Council does not have any declared AQMAs. A map of monitoring locations within the District is presented in Appendix D: Map(s) of Monitoring Locations and AQMAs.

2.2 Progress and Impact of Measures to address Air Quality in Folkestone and Hythe District Council

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

"The report is well structured, detailed, and provides the information specified in the Guidance."

The following comments are designed to help inform future reports:

- *Some of the policy text, for example around the Environment Act, which was amended in 2021, is now outdated and so could be updated;*
 - The policy text has been updated and amended to reflect the changes;
- *The annual mean AQS objective for PM_{2.5} of 25µg/m³ should also be updated to 20µg/m³;*
 - The AQS objective has been updated to 20µg/m³;
- *The council have provided clear maps of the diffusion tube monitoring network; trends are displayed and discussed in the report, this is welcomed;*
- *There was a formatting error on the document, which resulted in the glossary of terms and references sections partially blurred;*
 - This has been corrected for the 2023 ASR submission;
- *There is discrepancy between some of the text and the tables, which makes it difficult to draw clear conclusions from the annualisation procedure. It is important that this error is addressed;*
 - Data and the reporting document have undergone a further QA/QC process to correct the previous error and ensure accuracy;
- *There was slight discrepancy between Table A.2 and Table C.2, this must be checked to ensure consistency in the data for future reports;*
 - Data and the reporting document have undergone a further QA/QC process to correct the previous error and ensure accuracy; and
- *The Council have provided a thorough account of actions they have implemented and plan to implement within the district to maintain good air quality, which given*

the already low concentrations monitored shows good practice and an aspiration for continual improvement.

Folkestone and Hythe District Council continues to use its monitoring network to review air quality is at a safe level, and to ensure that all residents have access to safe levels of air quality. New monitoring locations are positioned where the Council believes there may be elevated concentrations of NO₂ in areas of relevant public exposure, alongside areas where monitoring has not previously been undertaken. This proactive nature ensures that the Council can identify areas of potential concern at the nearest possible opportunity so that if required, effective mitigation measures can be implemented. This ensures that compliant levels of air quality are available to all of its residents.

Folkestone and Hythe District Council are employing many additional measures to help improve and progress air quality within their respected area. The 2022 ASR outlines the schemes and partnerships that Folkestone and Hythe District Council are involved in, these measures are still active for the 2022 reporting year.

There have also been additional measures implemented in the 2022 reporting year such as the collaborative relationship with the NHS to implement a strategy, established in November 2022, to reduce energy use and associated pollutant release in private homes from gas stoves and wood burners, for example. The Council has also enhanced its relationship with Kent County Council and five other local authorities to roll out a programme of charging points for electrical vehicles (EV) across the district, resulting in 132 EV charging points being implemented. Folkestone and Hythe District Council has also invested further into purchasing battery-operated grounds maintenance equipment where suitable to replace petrol-powered equipment in 2022, thus seeking to reduce pollutant emissions in the district.

Folkestone and Hythe District Council continues to be an active member of the Kent and Medway Air Quality Partnership. In 2020, the [KentAir](#) website was updated following a change of provider. It is possible to subscribe to an air quality email system, whereby an air pollution forecasts and alerts are emailed to the subscriber's inbox.

Folkestone and Hythe District Council has welcomed the Click2cycle innovative bike sharing service in Folkestone, Sandgate, and Hythe. The service was launched in June 2018 and continues to be endorsed. The scheme aims to replicate notable cycle sharing schemes often found in large metropolitan areas (e.g., Santander Cycles, Mobike, Lime). The Click2cycle scheme compliments the coastal cycling route, which stretches from Folkestone harbour to Dungeness in an attempted to promote alternative forms of travel which is

accessible to help its residents lead active lifestyles. In July 2020 Click2cycle has relaunched a bespoke app to allow easy hiring of bikes.

The Council is still actively encouraging large developers at the planning stage to install electric charging points or the consideration of suitable infrastructure to allow for future cost efficient installations.

The Council is aiming to hit net-zero carbon emissions by 2030 on Councils assets and fleets whilst also outlining 33 actions to reduce CO₂ emissions, with many measures having shared-benefits in reducing NO₂ and PM emissions.

The Council have launched a Local Cycling and Walking Infrastructure Plan (LCWIP) with the urban centres of Folkestone and Hythe being the focus of the LCWIP due to the concentration of population and trip generators that are reflective of the position that the two centres have at the top of the district's settlement hierarchy. The LCWIP will provide a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. The LCWIP has been prepared in consultation with Kent County Council as the Local Highway Authority. Kent County Council will be responsible for implementing the actions within the LCWIP.

Folkestone and Hythe have also launched the Active Travel Fund, which is a grant that supports local transport authorities with the development of cycling and walking facilities.

Within Folkestone & Hythe District Council, the extensive passive monitoring network have shown complete compliance with the AQS annual mean objective for NO₂. As a result, there is no requirement to declare an AQMA.

Folkestone and Hythe District Council expects the following measure to be completed over the course of the next reporting year: implementation of the digital training resource for Health Care Professionals (HCPs) across the Kent and Medway Group to provide training, local evidence and resources to enable practitioners to advise patients with Cardiovascular Disease (CVD) or respiratory disease on how to reduce their exposure to air pollution. Therefore, promoting an inclusive community and future collaboration by working with the health service to identify opportunities for improving education surrounding air quality, limiting emission source(s) use, and encouraging mortality longevity by outlining areas for improvement (e.g., reducing outdoor activity during a high pollution episode).

Folkestone and Hythe District Council worked to implement measures in partnership with the following stakeholders during 2022:

- National Health Service (NHS);
- Neighbouring local authorities; and
- Kent County Council.

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

As detailed in Policy Guidance [LAQM.PG22](#) (Chapter 8), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

There is not currently any monitoring of PM₁₀ or PM_{2.5} within the district of Folkestone and Hythe. As such, no concentration values can be reported or estimated using the method described in Box 7.7 of LAQM.TG(22), which provides a for estimating PM_{2.5} concentrations from PM₁₀ measurements.

The current [Defra background maps](#) for Folkestone and Hythe (2018 reference year) show that all 2022 background concentrations of PM_{2.5} are far below the recommended annual mean AQS objective for PM_{2.5} of 20µg/m³. The highest concentration is predicted to be 10.3µg/m³ within the 1km x 1km grid square with the centroid grid reference of 622500, 136500. This is largely a residential area within Folkestone and includes much of the A259 and connecting junctions, alongside Folkestone Central railway station and the South Eastern Main Line.

The [Public Health Outcomes Framework](#) data tool compiled by Public Heath England quantifies the mortality burden of PM_{2.5} within England on a county and local authority scale. The 2021 fraction of mortality attributable to PM_{2.5} pollution (indicator D01) within Folkestone and Hythe District is 4.67%. This is lower than the regional average for the South East (5.44%) and for England as a whole (5.50%). The 2021 fraction of mortality has been used as opposed to the 2022 fraction as the data has not been made available at the time of writing.

Folkestone and Hythe District Council is taking the following measures to address PM_{2.5}:

- Actively encouraging large developers at the planning stage to install EV charging points or the consideration of suitable infrastructure to allow for future cost efficient installations;

- Implementation of 132 EV charging points throughout the district to encourage cleaner vehicle adoption;
- Replacement of Council owned petrol-powered grounds maintenance equipment with battery-operated tools;
- Continuation of the Click2cycle innovative bike sharing service in Folkestone, Sandgate, and Hythe to promote alternative forms of travel and reduce emissions;
- Launch of a Local Cycling and Walking Infrastructure Plan (LCWIP) to reduce the number of vehicle trips generated by Folkestone and Hythe areas and subsequent pollutant emission release, due to the high population concentrations and hierarchical positions in the district's settlements; and
- Launch of the Active Travel Fund, which is a grant that supports local transport authorities with the development of cycling and walking facilities, promoting active travel and supporting the reduction in vehicle volume and associated emission releases.

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

This section sets out the monitoring undertaken within 2022 by Folkestone and Hythe District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2018 and 2022 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Folkestone & Hythe District Council did not undertake automatic (continuous) monitoring during 2022.

3.1.2 Non-Automatic Monitoring Sites

Folkestone and Hythe District Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 18 sites during 2022. Table A. 1 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

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. 1 and Table A. 2 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 2022 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. Additionally, the National Bias Adjustment Factor assumes monitoring is undertaken in accordance with the Defra calendar dates. It is noted that the monitoring dates do not coincide with the Defra calendar dates for April, May and December during the survey period. As such, there is a degree of uncertainty surrounding the monitoring results provided.

All monitoring sites within the district of Folkestone and Hythe continue to report annual mean NO₂ concentrations below the AQS objective, therefore all passive monitoring sites are compliant and not expected to exceed or be an area of concern. Due to the low monitored concentrations, fall-off with distance correction was not required. Following bias adjustment and annualisation where necessary, the maximum reported concentration in 2022 is 25.1µg/m³ at diffusion tube monitoring location DT4, a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum concentration (26.2µg/m³) in the 2022 report.

Figure A.1 presents the 2022 annual mean NO₂ concentrations at Folkestone and Hythe District Council's monitoring sites. Concentrations at sites DT1, DT4, DT7, DT9, DT11, DT16, and DT18 all decreased slightly during 2022 in comparison to 2021. Site DT2 recorded no change between 2021 and 2022 concentrations, reporting a value of 16.7 µg/m³. Concentrations at the remaining locations (10) increased during 2022 in comparison to 2021. This is most likely attributable to a return to business as usual following the COVID-19 pandemic, where Government advice was given to stay at home where possible. This resulted in decreased levels of traffic observed across the UK, and as such, reduced NO₂ concentrations recorded during 2021.

It is possible to infer the risk of exceedances of the 1-hour mean NO₂ AQS objective at diffusion tube monitoring sites. LAQM.TG(22) provides an empirical relationship that states exceedances of the 1-hour objective are unlikely when the annual mean concentration is

below $60\mu\text{g}/\text{m}^3$. Given that the highest recorded annual mean concentration at any of the diffusion tube monitoring sites is $25.1\mu\text{g}/\text{m}^3$ in 2022, and $30.0\mu\text{g}/\text{m}^3$ since 2018, it is possible to conclude that there have been no exceedances of the hourly mean NO_2 objective at all monitoring locations in the last five years.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Cheriton Road	Roadside	622400	136100	NO ₂	N	1.0	1.2	No	3.0
DT2	Cheriton Place	Roadside	622584	135820	NO ₂	N	5.0	1.8	No	2.6
DT3	Wear Bay Road	Roadside	609964	135279	NO ₂	N	11.5	3.0	No	3.5
DT4	Black Bull Road	Roadside	612900	138200	NO ₂	N	1.0	5.0	No	3.0
DT5	Martello Cottages	Roadside	622734	136769	NO ₂	N	7.0	10.0	No	2.5
DT6	Cold Harbour	Roadside	614552	134012	NO ₂	N	N/A	N/A	No	2.0
DT7	Oak	Roadside	622396	136976	NO ₂	N	6.0	3.5	No	2.6
DT8	Stanford North	Urban Background	612964	136190	NO ₂	N	N/A	N/A	No	2.0
DT9	Cherry Garden Avenue	Roadside	621248	137352	NO ₂	N	7.5	8.0	No	2.5
DT10	Martins Cottages	Roadside	604116	124888	NO ₂	N	1.2	1.0	No	2.5
DT11	Hawking	Roadside	621436	139593	NO ₂	N	1.2	1.0	No	3.0
DT12	Horn Street	Kerbside	618860	135899	NO ₂	N	1.0	1.0	No	2.0
DT13	Kennett Lane	Rural	612481	137978	NO ₂	N	91.0	0.0	No	2.0
DT14	Princes Parade	Roadside	618727	134797	NO ₂	N	39.0	1.0	No	2.0
DT15	Dixiwell	Roadside	621361	135511	NO ₂	N	15.0	0.0	No	2.0

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)
DT16	Seabrook Road	Roadside	618680	134977	NO ₂	N	8.0	0.0	No	2.0
DT17	St Andrews Road	Roadside	608206	124832	NO ₂	N	21.5	0.0	No	2.0
DT18	Littlestone Road	Roadside	607675	124699	NO ₂	N	16.3	0.0	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A. 2– Annual Mean 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 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
DT1	622400	136100	Roadside	99.5	99.5	25.4	21.0	18.3	21.6	20.0
DT2	622584	135820	Roadside	99.5	99.5	19.6	25.7	15.6	16.7	16.7
DT3	609964	135279	Roadside	99.5	99.5	17.2	17.7	14.2	13.2	15.0
DT4	612900	138200	Roadside	99.5	99.5	29.7	27.9	22.6	26.2	25.1
DT5	622734	136769	Roadside	91.9	91.9	23.2	25.3	19.6	20.9	21.0
DT6	614552	134012	Roadside	88.1	88.1	12.0	11.8	9.7	9.9	10.8
DT7	622396	136976	Roadside	99.5	99.5	21.3	22.4	13.9	16.0	15.9
DT8	612964	136190	Urban Background	99.5	99.5	18.1	17.8	13.7	12.6	13.0
DT9	621248	137352	Roadside	99.5	99.5	28.8	30.0	19.7	23.2	22.2
DT10	604116	124888	Roadside	99.5	99.5	16.5	16.6	13.1	14.0	14.4
DT11	621436	139593	Roadside	99.5	99.5	19.8	19.3	14.5	16.8	16.0
DT12	618860	135899	Kerbside	90.0	90.0	18.8	16.2	14.1	14.7	14.8
DT13	612481	137978	Rural	90.6	90.6	16.7	13.6	10.9	10.8	11.0
DT14	618727	134797	Roadside	91.9	91.9	15.8	16.3	12.9	13.2	14.0
DT15	621361	135511	Roadside	88.1	88.1	-	24.3	20.1	20.2	20.3
DT16	618680	134977	Roadside	31.0	31.0	-	18.1	14.4	18.0	15.8
DT17	608206	124832	Roadside	99.5	99.5	-	-	9.9	9.6	9.8
DT18	607675	124699	Roadside	94.9	94.9	-	-	14.0	15.3	12.6

☒ 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 µg/m³.

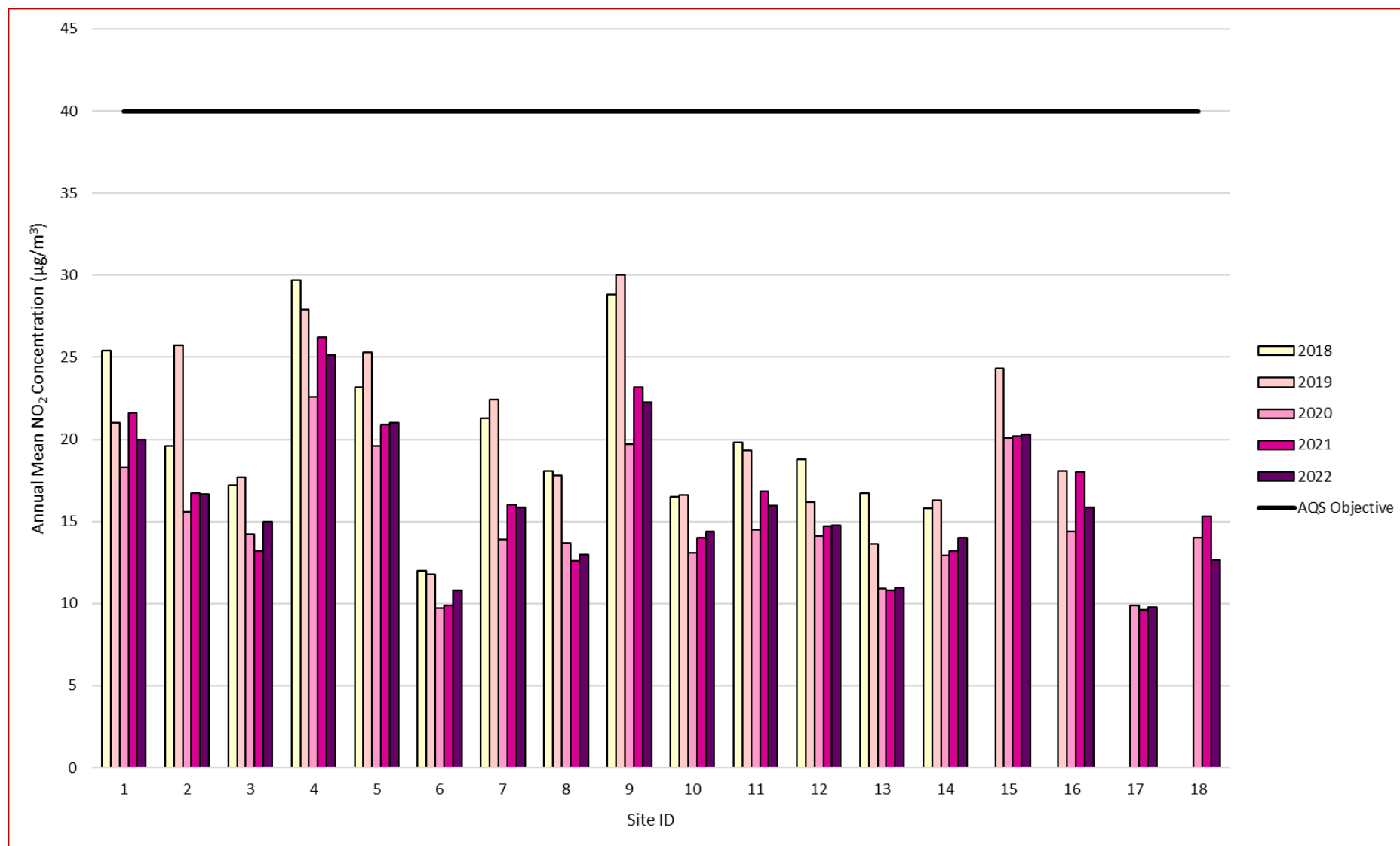
Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

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

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

Appendix B: Full Monthly Diffusion Tube Results for 2022

Table B. 1– NO₂ 2022 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 (0.76)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT1	622400	136100	44.7	22.1	31.4	32.3	22.6	18.7	26.6	29.4	24.2	25.4	26.7	19.2	26.3	20.0		
DT2	622584	135820	31.0	16.9	28.7	32.2	19.2	19.5	24.4	24.9	20.1	17.7	17.2	18.8	21.9	16.7		
DT3	609964	135279	27.1	16.2	22.0	28.6	19.8	16.9	23.4	20.9	17.0	16.1	16.9	17.2	19.7	15.0		
DT4	612900	138200	42.7	25.1	41.0	39.9	30.2	32.8	35.7	38.5	32.7	28.1	32.1	26.7	33.1	25.1		
DT5	622734	136769	34.8	23.2	22.0	34.6	24.7	24.0	29.0	-	27.6	35.0	22.1	29.8	27.6	21.0		
DT6	614552	134012	33.5	13.9	15.4	14.0	10.0	10.5	12.3	15.0	10.5	13.2	10.4	-	14.2	10.8		
DT7	622396	136976	18.6	19.8	25.0	23.1	25.5	15.0	21.9	21.1	18.9	22.4	18.6	19.1	20.9	15.9		
DT8	612964	136190	24.4	19.0	18.6	17.8	13.9	17.5	17.3	18.2	14.8	17.7	12.2	15.3	17.1	13.0		
DT9	621248	137352	37.7	28.9	32.1	28.7	29.3	25.0	26.7	28.1	32.0	29.7	27.6	26.2	29.2	22.2		
DT10	604116	124888	24.1	13.5	34.3	23.9	18.4	16.7	21.1	23.4	18.0	13.5	11.8	13.2	18.9	14.4		
DT11	621436	139593	28.5	19.2	24.5	21.3	17.7	18.8	19.9	19.7	19.2	23.2	16.4	23.2	21.0	16.0		
DT12	618860	135899	22.9	19.0	26.2	25.0	18.5	18.0	25.0	23.2	17.2	-	14.7	10.1	19.4	14.8		
DT13	612481	137978	21.6	-	19.9	17.9	10.5	8.7	10.9	11.4	12.7	14.1	12.2	19.1	14.4	11.0		
DT14	618727	134797	-	14.8	17.3	23.8	15.6	15.6	19.0	22.4	18.6	18.8	19.1	20.6	18.4	14.0		
DT15	621361	135511	40.6	27.7	30.1	29.3	-	20.8	25.9	24.2	25.7	26.6	25.7	20.6	26.7	20.3		
DT16	618680	134977	32.6	20.7	-	-	-	-	-	-	20.2	-	20.4	-	23.4	15.8		
DT17	608206	124832	20.3	11.8	15.3	20.9	13.3	10.6	15.0	12.9	9.2	10.5	3.9	13.6	12.9	9.8		
DT18	607675	124699	29.0	17.0	24.8	-	18.2	14.2	5.9	21.5	17.7	15.6	13.0	8.3	16.6	12.6		

☒ 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.

☒ Folkestone and Hythe District Council confirm that all 2022 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 Folkestone and Hythe District Council During 2022

Folkestone and Hythe District Council has identified one potential new source relating to air quality within the reporting year of 2022. Otterpool Park has planning permission approved and is proposed as a Garden Town located in the Kent Countryside close to the seaside town of Folkestone. It is a long-term project spanning at least 30 years that will provide a mix of housing, business premises and high quality open space. The development will provide 8,500 homes, a new town centre, shops, leisure, educational and cultural facilities and employment. An Air Quality Assessment (AQA) undertaken has outlined that it is not expected to significantly impact the air quality objectives within the district.

Additional Air Quality Works Undertaken by Folkestone and Hythe During 2022

Folkestone and Hythe District Council has not completed any additional works within the reporting year of 2022.

QA/QC of Diffusion Tube Monitoring

Folkestone and Hythe District Council's diffusion tubes in 2022 were supplied and analysed by SOCOTEC Didcot, using the 50% Triethanolamine (TEA) in acetone preparation method. SOCOTEC's laboratory is UKAS accredited, participating in the AIR-PT Scheme for NO₂ tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance. In the AIR PT intercomparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes, SOCOTEC currently holds the highest rank of a 'Satisfactory' laboratory.

Local authority co-location studies which use tubes supplied by SOCOTEC with the 50% TEA in acetone preparation method in 2022, with 26 studio rated as 'good', as shown by the precision summary results. This precision reflects the laboratory's performance and consistency in preparing and analysing the tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have a "good" precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

Monitoring in 2022 was somewhat completed in adherence with the 2022 Diffusion Tube Monitoring Calendar, whereby all changeovers were completed within ± 2 days of the specified date with the exception of April and May (shorter than the recommended period (-4 days)) and December (longer than the recommended period (+4 days)).

Diffusion Tube Annualisation

The LAQM.TG22 states that annualisation is required for any site which has a data capture of less than 75%, but greater than 25%. Diffusion tube site DT16 required annualisation due to insufficient data capture in 2022 (33.3%). Annualisation was completed using version 3.0 of the 'Diffusion Tube Data Processing Tool'. Due to there being insufficient continuous monitoring data, the four nearest AURN monitoring stations selected to annualise the data are:

- Canterbury;
- Rochester Stoke;
- Eastbourne; and
- St Osyth

During annualisation, Eastbourne recorded less than 85% data capture so was excluded from the process. The remaining continuous background monitoring sites were applicable to use as they all had >85% data capture and therefore could be used for annualisation.

Table C.1 presents the annualisation summary, taken from the 'Diffusion Tube Data Processing Tool'.

Table C. 1 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Annualisati on Factor St Osyth	Annualisati on Factor Canterbury Military Road	Annualisati on Factor Rochester Stoke	Average Annualisati on Factor	Raw Data Annual Mean	Annualised Annual Mean
DT16	0.0684	0.8825	0.9206	0.8905	23.4	20.8

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2022 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Folkestone and Hythe District Council have applied a national bias adjustment factor of 0.76 to the 2022 monitoring data. A summary of bias adjustment factors used by Folkestone and Hythe District Council over the past five years is presented in Table C. 2.

No co-location studies are carried out by Folkestone and Hythe District Council therefore only a national factor can be applied. The national factor for SOCOTEC Didcot 50% TEA in acetone, as presented in the Diffusion Tube Bias Factors Spreadsheet v03_23, was 0.76 based on 26 studies. The National Bias Adjustment Spreadsheet is presented in Figure C. 1.

Table C. 2– Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2022	National	03/23	0.76
2021	National	03/22	0.78
2020	National	09/19	0.76
2019	National	06/18	0.75
2018	National	09/17	0.76

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.

No diffusion tube NO₂ monitoring locations within Folkestone and Hythe District Council required distance correction during 2022.

Figure C. 1 – National Bias Adjustment Factor Spreadsheet (03/23)

National Diffusion Tube Bias Adjustment Factor Spreadsheet						Spreadsheet Version Number: 03/23				
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. 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.						This spreadsheet will be updated at the end of June 2023 LAQM Helpdesk Website 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 If a laboratory is not shown, we have no data for this laboratory.		Select a Preparation Method from the Drop-Down List If a preparation method is not shown, we have no data for this method at this laboratory.		Select a Year from the Drop-Down List If a year is not shown, we have no data.		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 factor² shown in blue at the foot of the final column. If you have your own co-location study then see footnote⁴. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953				
Analysed By¹	Method²	Year³	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision⁴	Bias Adjustment Factor (A) (Cm/Dm)
Socotec Didcot	50% TEA in acetone	2022	UB	Torfaen County Borough Council	13	13	10	33.4%	G	0.75
Socotec Didcot	50% TEA in acetone	2022	R	Bridgend Council	12	37	27	40.6%	G	0.71
Socotec Didcot	50% TEA in Acetone	2022	R	Cardiff Council / Shared Regulatory Services	11	42	33	27.3%	G	0.79
Socotec Didcot	50% TEA in Acetone	2022	R	Dacorum Borough Council	12	24	18	30.8%	G	0.76
Socotec Didcot	50% TEA in Acetone	2022	UB	Gravesham Borough Council	11	22	18	19.6%	G	0.84
Socotec Didcot	50% TEA in Acetone	2022	UB	Gravesham Borough Council	11	26	22	17.0%	G	0.85
Socotec Didcot	50% TEA in acetone	2022	R	Kingston Upon Hull City Council	12	30	23	27.3%	G	0.78
Socotec Didcot	50% TEA in acetone	2022	UB	Kingston Upon Hull City Council	12	24	18	35.0%	G	0.74
SOCOTEC Didcot	50% TEA in acetone	2022	UB	City Of York Council	12	16	13	31.6%	G	0.76
SOCOTEC Didcot	50% TEA in acetone	2022	R	City Of York Council	12	25	19	28.7%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2022	R	City Of York Council	11	23	17	37.2%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2022	R	City Of York Council	11	37	27	37.6%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2022	R	East Suffolk Council	11	32	23	38.6%	G	0.72
SOCOTEC Didcot	50% TEA in acetone	2022	R	Ipswich Borough Council	11	42	28	50.4%	G	0.66
SOCOTEC Didcot	50% TEA in acetone	2022	KS	Marylebone Road Intercomparison	12	60	42	40.7%	G	0.71
SOCOTEC Didcot	50% TEA in acetone	2022	R	North East Lincolnshire Council	10	46	31	43.4%	G	0.67
SOCOTEC Didcot	50% TEA in acetone	2022	R	North East Lincolnshire Council	10	28	27	3.7%	G	0.96
SOCOTEC Didcot	50% TEA in acetone	2022	R	Wrexham County Borough Council	12	16	14	15.5%	G	0.87
SOCOTEC Didcot	50% TEA in Acetone	2022	R	Horsham District Council	11	25	22	14.4%	G	0.87
SOCOTEC Didcot	50% TEA in acetone	2022	R	Leeds City Council	12	40	29	37.8%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2022	KS	Leeds City Council	11	33	23	44.6%	G	0.69
SOCOTEC Didcot	50% TEA in acetone	2022	R	Leeds City Council	12	43	34	26.0%	G	0.79
SOCOTEC Didcot	50% TEA in acetone	2022	R	Leeds City Council	11	41	30	34.2%	G	0.75
SOCOTEC Didcot	50% TEA in acetone	2022	R	Leeds City Council	12	30	22	36.3%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2022	UC	Leeds City Council	12	30	22	34.1%	G	0.75
SOCOTEC Didcot	50% TEA in Acetone	2022	R	Thanet District Council	12	23	17	29.1%	G	0.77
SOCOTEC Didcot	50% TEA in acetone	2022		Overall Factor² (26 studies)				Use		0.76

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

Figure D. 1 – Map of All Non-Automatic Monitoring Sites across Folkestone and Hythe District Council

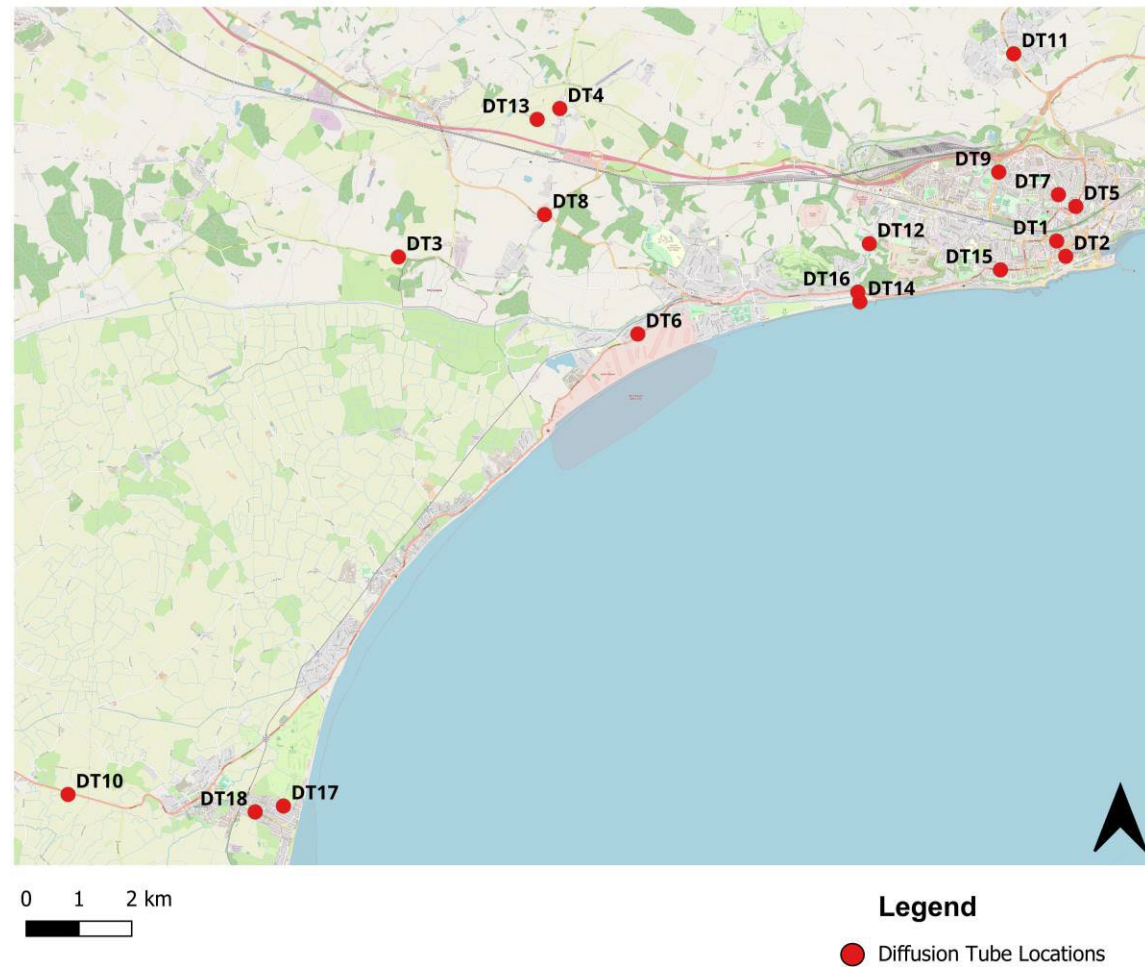
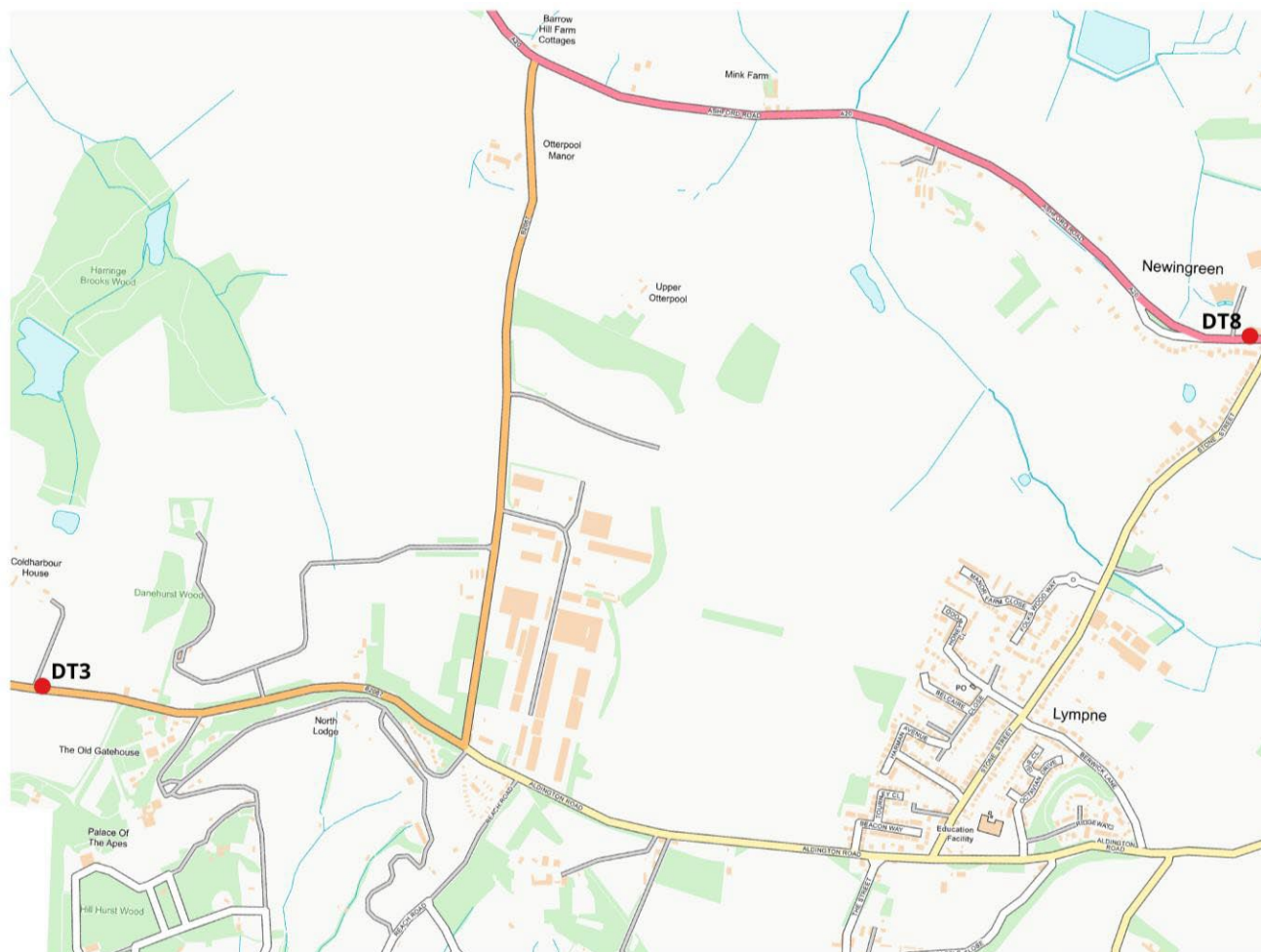
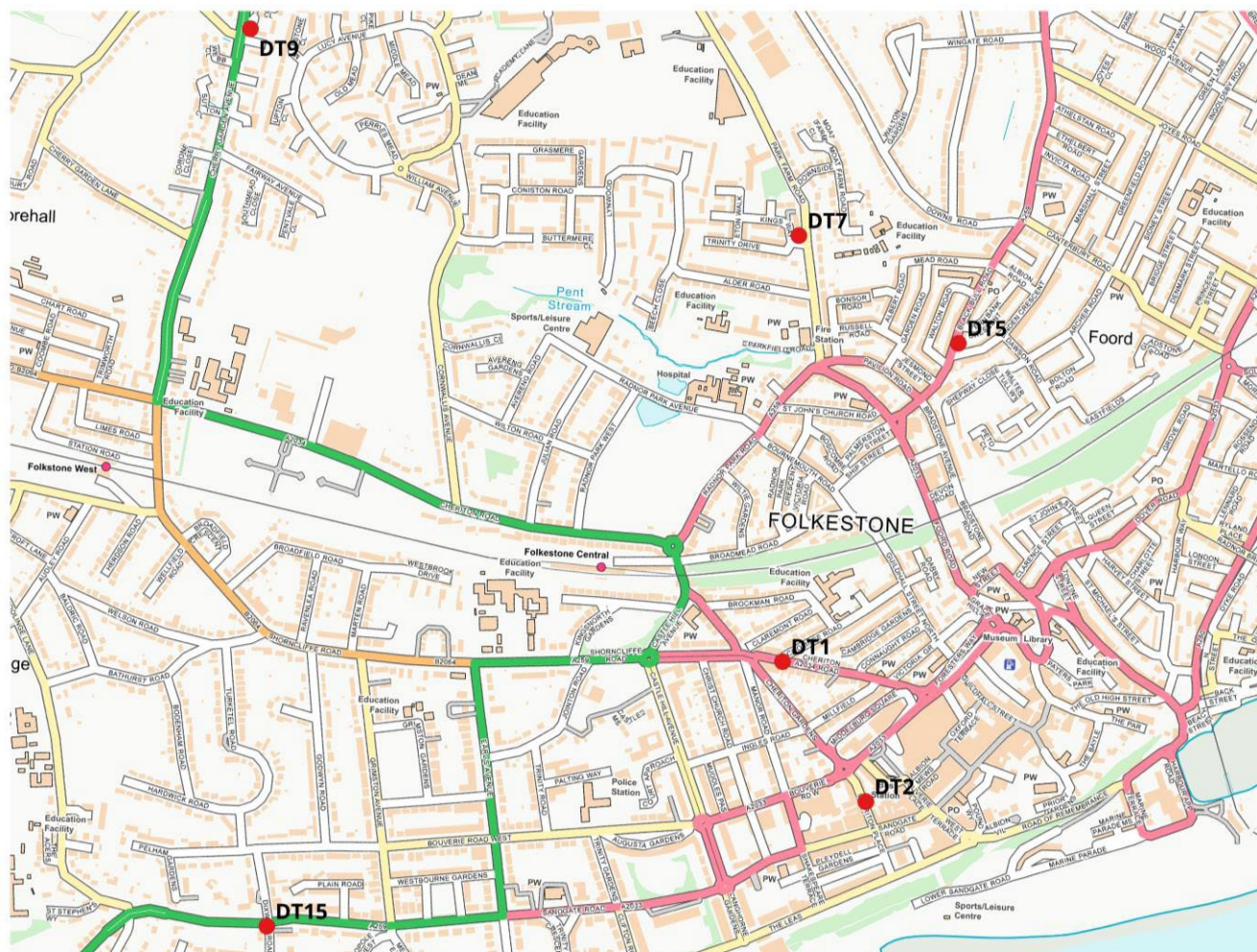


Figure D. 2 – Map of All Non-Automatic Monitoring Sites near Lympne



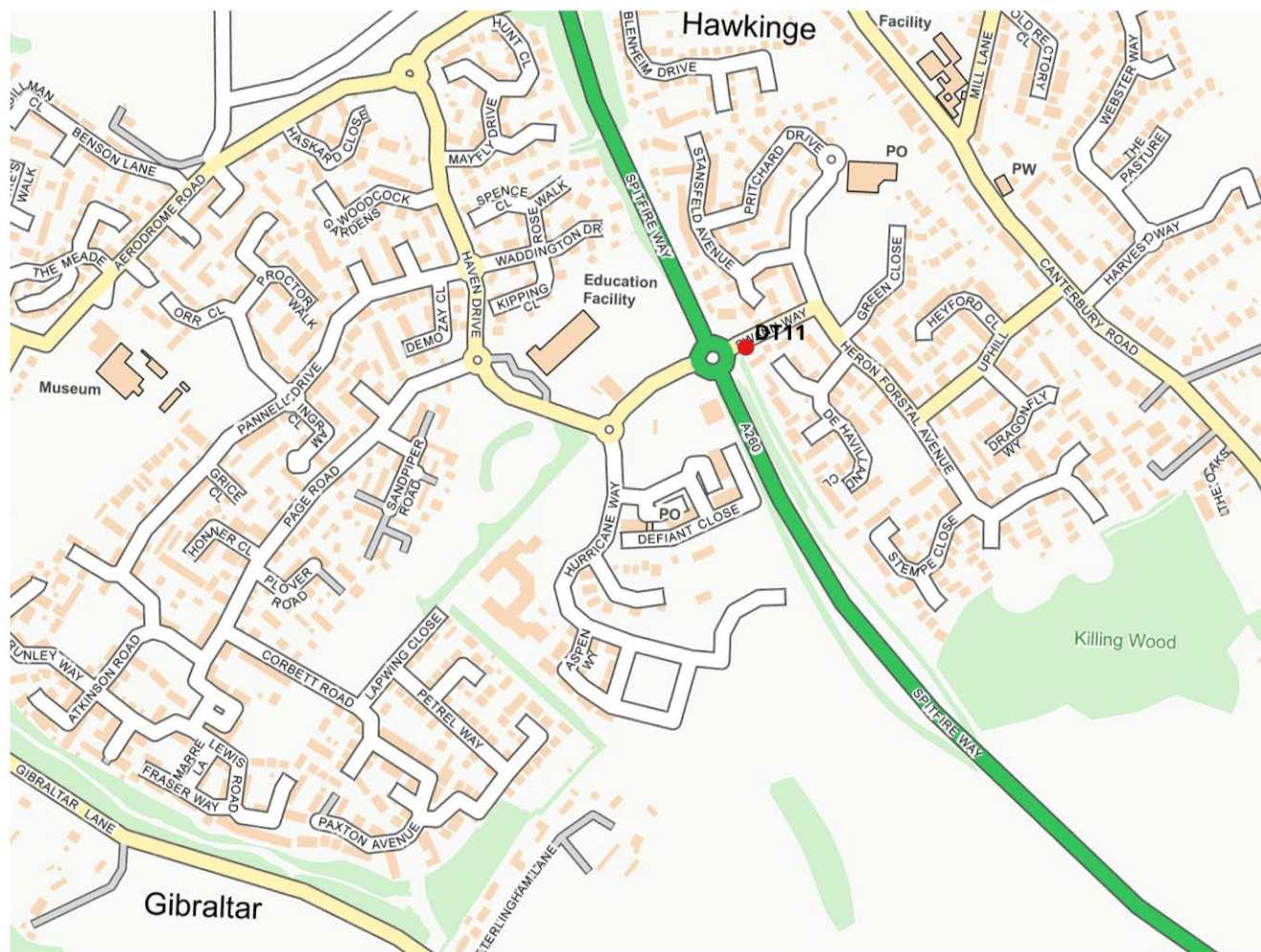
Legend

● Diffusion Tube Locations

Figure D. 3 – Map of All Non-Automatic Monitoring Sites in Folkestone**Legend**

● Diffusion Tube Locations

Figure D. 4 – Map of All Non-Automatic Monitoring Sites in Hawkinge



Legend

● Diffusion Tube Locations

Figure D. 5 – Map of All Non-Automatic Monitoring Sites in Pennypot



Figure D. 6 – Map of All Non-Automatic Monitoring Sites in Romney

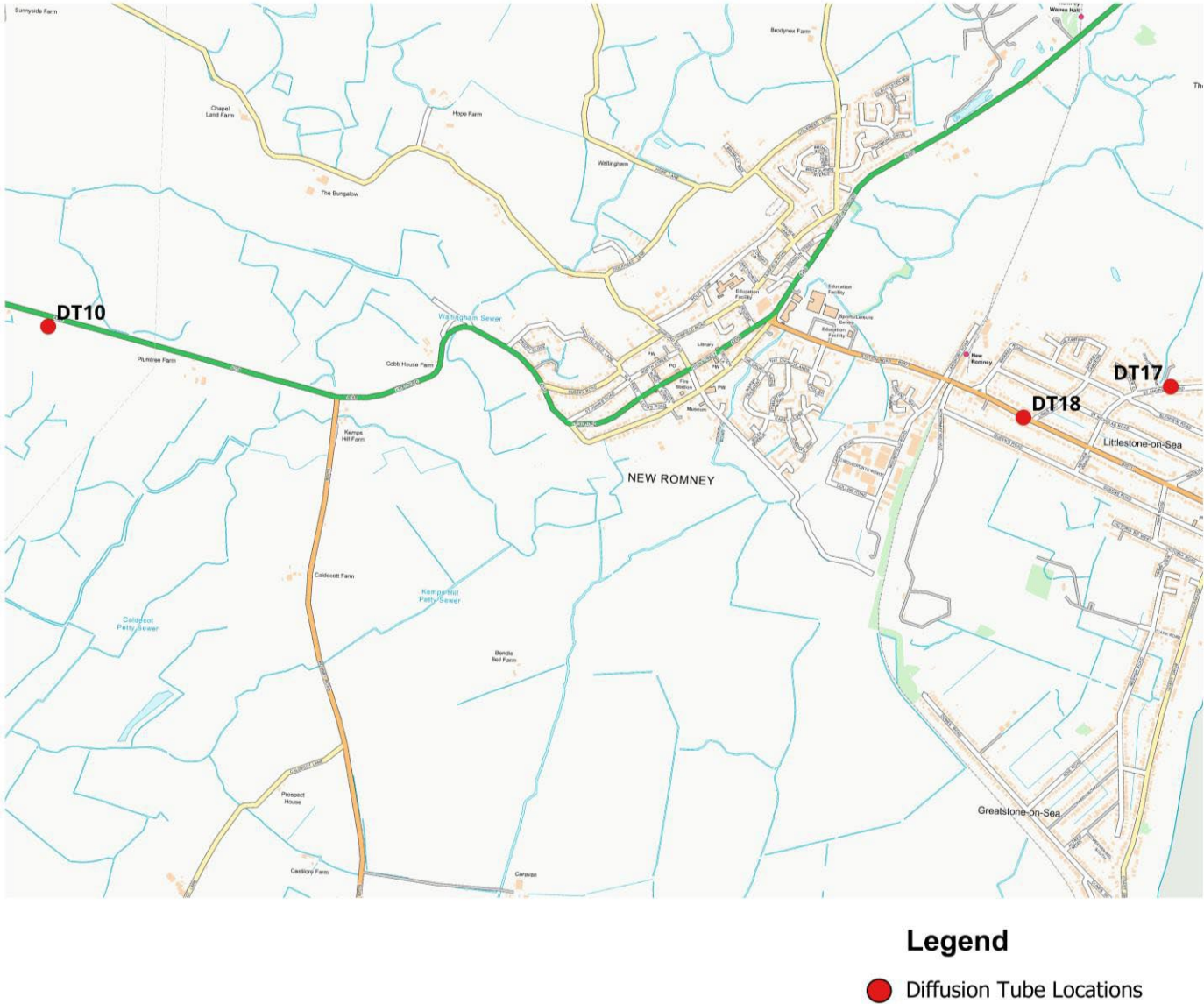


Figure D. 7 – Map of All Non-Automatic Monitoring Sites in Seabrook



Figure D. 8 – Map of All Non-Automatic Monitoring Sites in Stanford



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁷

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

⁷ 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
EU	European Union
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 or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Folkestone and Hythe District Council Annual Status Report 2022



Folkestone & Hythe District Council 2022 Annual Status Report

Bureau Veritas

June 2022



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**Folkestone
& Hythe**



District Council

2022 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995
(Amended 2021) Local Air Quality Management

Date: June 2022

Information	Folkestone & Hythe District Council Details
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Report Reference Number	Folkestone & Hythe 2022 ASR
Date	June 2022

Executive Summary: Air Quality in Our Area

Air Quality in Folkestone & Hythe District Council

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas^{1,2}.

The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages³, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017⁴.

The District of Folkestone and Hythe is situated in Kent on the south east coast of England, approximately 75 miles from London. It occupies a key strategic position on the M20 as a gateway to continental Europe with the Channel Tunnel and London Ashford Airport all within its boundary. The District contains an area of 140 square miles and boasts a rich variety of attractive landscape. More than 33% of the District falls within the Kent Downs Area of Outstanding Natural Beauty (AONB) and there are over 15 Sites of Special Scientific Interest (SSSI).

In comparison to the rural areas of the District, the largest urban area is the town of Folkestone, where approximately half of the District's 100,000 population live. Other population centres within the District are Hythe, New Romney and Hawkinge.

The main source of pollution with the District is from road traffic emissions originating from major roads including the M20, A20, A259, A260 and A2034 that pass through the District. Due to the strategic nature of the road links the majority of the vehicles are throughflow

¹ Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

² Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Air quality appraisal: damage cost guidance, July 2021

⁴ Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

traffic, they do not start nor end their journeys within Folkestone and Hythe. Other pollution sources including commercial, industrial, and domestic sources also contribute to pollutant concentrations within the District.

Due to Folkestone and Hythe District Council's consistent years of no reported exceedances of the annual mean NO₂ AQS (Air Quality Standard) , the area has good air quality. As a result of this, there have never been any declared Air Quality Management Areas (AQMAs) within the District. The Council continues to review its monitoring network, deploying new monitoring sites in areas where there has either never been any monitoring conducted, or where there is a possibility of there being elevated NO₂ concentrations. Two new monitoring sites were deployed in 2020 (DT17 and 18), reporting concentrations well below the NO₂ AQS.

During 2021, there were no reported exceedances of the annual mean NO₂ AQS, this continues the trend of no exceedances over the last 5 years, therefore there is no requirement to declare an AQMA. The maximum reported NO₂ concentration was 26.6µg/m³ at passive monitoring location DT4.

An increase in concentrations from 2020 – 2021 is reported within this report, twelve passive monitoring sites underwent an increase, this is likely due to the result of the COVID – 19 pandemic had on traffic volumes across the UK, responsible for reduced concentrations in 2020. The 2021 monitoring was induced to pre-pandemic traffic volumes, therefore subject to increases in NO₂ concentrations.

There are no diffusion tube monitoring sites where the NO₂ annual mean is greater than 60µg/m³, therefore in accordance with Defra LAQM.TG(16) there are no sites likely to be at risk of exceeding the 1-hour mean AQS objective.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.

The 2019 Clean Air Strategy⁵ sets out the case for action, with goals to reduce exposure to harmful pollutants. The Road to Zero⁶ sets out the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Within Folkestone & Hythe District Council, since the initiation of the passive monitoring network, there has been no sites that have exceeded the AQS annual mean objective for NO₂, as a result, no AQMAs have been declared within Folkestone and Hythe District Council.

Air quality in 2021 displays complete compliance with the AQS and follows the same trend for the previous 5 years of monitoring.

Folkestone and Hythe District Council continue to progress with the Click2cycle innovative bike sharing service in Folkestone, Sandgate, and Hythe. The service was launched in June 2018 and continues to be endorsed.

The Council is still actively encouraging large developers at the planning stage to install electric charging points or the consideration of suitable infrastructure to allow for future cost-efficient installations.

As part of the Council's commitment to reduce the impacts of, and tackle climate change, the Council continues to progress and aim to hit net-zero carbon emissions by 2030. Please be aware this 2030 target is just for the council's own estate not the district. There are many measures to reduce CO₂ emissions, which have shared benefits in reducing both NO₂ and PM emissions. A new development within 2021 saw the installation of two new electric charging points within the visitors sections of the civic centre. We are also installing/have installed EV charging points in most of the council's car parks.

⁵ Defra. Clean Air Strategy, 2019

⁶ DfT The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy,
July 2018

Conclusions and Priorities

The passive monitoring results in 2021 report that all passive monitors are compliant and record concentrations well below the NO₂ AQS of 40µg/m³. Although all eighteen passive monitors have reported complete compliance for the past 5 years, Folkestone & Hythe District Council, will continue to use the passive monitoring network to monitor air quality levels, and to ensure that compliance is maintained throughout the district

The following actions are considered to be key priorities in ensuring the air quality conditions within Folkestone and Hythe continue to comply with the AQS objectives:

- Constantly review the current monitoring programme, explore the need to deploy new monitoring locations in areas where monitoring has not previously been undertaken and where it is believed that there may be elevated concentrations of NO₂ in areas of relevant public exposure;
- Actively engage with large residential developers to consider installing electric vehicle charging points or alternatively, provide passive provisions for future installations;
- To work in conjunction with the County Council to investigate the scope for the introduction of traffic management initiatives where appropriate, including lorry management and traffic speed control;
- Provide an integrated transport network to facilitate the efficient movement of pedestrian and vehicular traffic, goods, and services within the District;
- Continue to improve accessibility to key services and facilities and to direct development to sustainable locations in order to achieve sustainable development;
- Continue to limit the quantity of traffic on the District's roads by actively encouraging effective public transport, cycling, and walking and by the careful integration of residential areas, shopping and recreational facilities and the workplace; and
- Continue to be an active member of the Kent and Medway Air Quality Partnership.

Local Engagement and How to get Involved

Due to the main source of air pollution within Folkestone and Hythe being from transport sources, the public can get involved in helping reduce the release of air pollution and thus improving air quality within the District by looking at alternative means of travel. Folkestone & Hythe District Council have not progressed any additional public engagement work in 2021, therefore the same engagement schemes for 2020 are still active. The following are possible alternatives to private travel that would contribute to improving air quality within the District:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the number of vehicles and reducing congestion;
- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and also there is the added benefit of keeping fit and healthy;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the number of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools; and
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel efficient cars are available, and all have different levels benefits by reducing the amount of emissions being released.

Further information about air quality and pollutants can be found on the Council's website. Additional information on air quality monitoring data, details on the main pollutants associated with air quality, alongside an air quality email subscription service is available on the Kent Air website.

Local Responsibilities and Commitment

This ASR was prepared by the Bureau Veritas on behalf of the Environmental Health Department of Folkestone & Hythe District Council with the support and agreement of the following officers and departments:

Wai Tse, Environmental Protection Specialist, Environmental Health.

This ASR has been approved by:

Wai Tse, Environmental Protection Specialist, Environmental Health.

This ASR has not been signed off by a Director of Public Health.

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1 Local Air Quality Management

This report provides an overview of air quality in Folkestone & Hythe District Council during 2021. 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 Status Report (ASR) is an annual requirement showing the strategies employed by Folkestone & Hythe District 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 12 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

Folkestone & Hythe District Council currently does not have any declared AQMAs.

2.2 Progress and Impact of Measures to address Air Quality in Folkestone & Hythe District Council

Defra's appraisal of last year's ASR concluded 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. *"Robust and accurate QA/QC procedures were applied. Calculations for bias adjustment and annualisation were outlined in detail.*
2. *The Council has included discussion and review of if AQMAs are needed and monitoring strategy, deploying new monitoring sites in areas where there has either never been any monitoring conducted, or where there is a possibility of there being elevated NO₂ concentrations. This demonstrates the Councils proactive and dedicated approach to improving air quality across the area.*
3. *Comments from last year's ASR have been mentioned and addressed. This is welcomed, and we encourage this to continue in future ASRs.*
4. *The Council will cease monitoring of BTEX in 2020. The Council should consider allocating resources somewhere else to improve the local air quality.*
5. *Overall, the report is detailed, concise and satisfies the criteria of relevant standards. The Council should continue their good and thorough work."*

Folkestone & Hythe District Council continues to use its monitoring network to review air quality is at a safe level, and to ensure that all residents have access to safe levels of air quality. New monitoring locations are positioned where the Council believes there may be elevated concentrations of NO₂ in areas of relevant public exposure, alongside areas where monitoring has not previously been undertaken. This proactive nature ensures that the Council can identify areas of potential concern at the nearest possible opportunity so that if required, effective mitigation measures can be implemented. This ensures that compliant levels of air quality are available to all of its residents.

Folkestone & Hythe District Council are employing many additional measures to help improve and progress air quality within their respected area. The 2021 ASR outlines the schemes and partnerships that Folkestone & Hythe District Council are involved in, these measures are still active for the 2021 reporting year:

Folkestone and Hythe District Council continues to be an active member of the Kent and Medway Air Quality Partnership. In 2020, the [KentAir](#) website was updated following a

change of provider. It is possible to subscribe to an air quality email system, whereby an air pollution forecasts and alerts are emailed to the subscriber's inbox.

Folkestone and Hythe District Council has welcomed the Click2cycle innovative bike sharing service in Folkestone, Sandgate, and Hythe. The service was launched in June 2018 and continues to be endorsed. The scheme aims to replicate notable cycle sharing schemes often found in large metropolitan areas (e.g., Santander Cycles, Mobike, Lime). The Click2cycle scheme compliments the coastal cycling route, which stretches from Folkestone harbour to Dungeness in an attempted to promote alternative forms of travel which is accessible to help its residents lead active lifestyles. In July 2020 Click2cycle has relaunched a bespoke app to allow easy hiring of bikes.

The Council is still actively encouraging large developers at the planning stage to install electric charging points or the consideration of suitable infrastructure to allow for future cost efficient installations.

The Council is aiming to hit net-zero carbon emissions by 2030. This target is just for the council's own estate not the district. Many measures to reduce CO₂ emissions also have shared-benefits in reducing NO₂ and PM emissions.

The Council have launched a Local Cycling and Walking Infrastructure Plan and the Active Travel Fund, which is Government funding that is provided through KCC grants.

Local Cycling and Walking Infrastructure Plans (LCWIP) provide a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle

The active travel fund is a grant funding that supports local transport authorities with the development of cycling and walking facilities.

Within Folkestone & Hythe District Council, the extensive passive monitoring network have shown complete compliance with the AQS annual mean objective for NO₂. As a result, there is no requirement to declare an AQMA.

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

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Folkestone and Hythe District Council does not currently undertake monitoring of either PM₁₀ or PM_{2.5}, therefore no concentrations of these can be reported or estimated using the methodology described in Box 7.7 of [LAQM.TG\(16\)](#).

The current Defra background maps for Folkestone and Hythe (2018 reference year) show that all 2021 background concentrations of PM_{2.5} are far below the recommended annual mean AQS objective for PM_{2.5} of 20µg/m³. The highest concentration is predicted to be 10.4µg/m³ within the 1km x 1km grid square with the centroid grid reference of 622500, 136500. This is largely a residential area within Folkestone and includes much of the A259 and connecting junctions, alongside Folkestone Central railway station and the South Eastern Main Line.

The Public Health Outcomes Framework data tool compiled by Public Health England quantifies the mortality burden of PM_{2.5} within England on a county and local authority scale. The 2020 fraction of mortality attributable to PM_{2.5} pollution (indicator D01) across England is 5.6%, and in contrast the fraction within Folkestone and Hythe is slightly below the national average at 5.5%. The regional average for the South East is 6.0%. The 2020 fraction of mortality has been used as opposed to the 2021 fraction as the data has not been made available at the time of writing.

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

This section sets out the monitoring undertaken within 2021 by Folkestone & Hythe District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2017 and 2021 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Folkestone & Hythe District Council did not undertake automatic (continuous) monitoring during 2021.

3.1.2 Non-Automatic Monitoring Sites

Folkestone & Hythe District Council undertook non- automatic (i.e., passive) monitoring of NO₂ at 18 sites during 2021. Table A.1 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g., annualisation and/or distance correction), are included in Appendix C.

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.2 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 2021 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.

During 2021, all NO₂ diffusion tubes reported annual mean concentrations below the annual mean NO₂ AQS objective of 40µg/m³. The maximum reported annual mean concentration was 26.2µg/m³ at the monitoring location DT5, a roadside site. All sites report concentrations <36µg/m³, therefore all passive monitoring sites are compliant and not expected to exceed or be an area of concern.

From 2020 to 2021, twelve out of eighteen passive monitoring sites underwent an increase in NO₂ concentrations, with the remaining six sites reporting decreases in NO₂ in 2021. 67% of passive monitoring sites increasing in NO₂ concentrations is likely due to the impact COVID – 19 had on traffic volumes, whereby in 2020 there was a significant decrease in road and vehicle use nationally, in particular in urban areas.

There are no passive monitoring sites where the annual mean NO₂ concentration is greater than 60µg/m³, therefore in accordance with Defra LAQM.TG(16) there are no sites likely to be at risk of exceeding the 1-hour mean AQS objective.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Cheriton Road	Roadside	622400	136100	NO ₂	N	1.0	1.2	No	3.0
DT2	Cheriton Place	Roadside	622584	135820	NO ₂	N	5.0	1.8	No	2.6
DT3	Cold Harbour	Roadside	614552	134012	NO ₂	N	N/A	N/A	No	2.0
DT4	Sanford North	Urban Background	612694	136190	NO ₂	N	N/A	N/A	No	2.0
DT5	Black Bull Road	Roadside	612900	138200	NO ₂	N	1.0	5.0	No	3.0
DT6	Martello Cottages	Roadside	622734	136769	NO ₂	N	7.0	10.0	No	2.5
DT7	Wear Bay Road	Roadside	609964	135279	NO ₂	N	11.5	3.0	No	3.5
DT8	Oak	Roadside	622396	136976	NO ₂	N	6.0	3.5	No	2.6
DT9	Cherry Garden Avenue	Roadside	621248	137352	NO ₂	N	7.5	8.0	No	2.5
DT10	Martins Cottages	Roadside	604116	124888	NO ₂	N	1.2	1.0	No	2.5
DT11	Hawking	Roadside	621436	139593	NO ₂	N	1.2	1.0	No	3.0
DT12	Horn Street	Kerbside	618860	135899	NO ₂	N	1.0	1.0	No	2.0
DT13	Kennett Lane	Rural	612481	137978	NO ₂	N	91.0	0.0	No	2.0
DT14	Princes Parade	Roadside	618727	134797	NO ₂	N	39.0	1.0	No	2.0
DT15	Dixiwell	Roadside	621361	135511	NO ₂	N	15.0	0.0	No	2.0
DT16	Seabrook Road	Roadside	618680	134977	NO ₂	N	8.0	0.0	No	2.0
DT17	St Andrews Road	Roadside	608206	124832	NO ₂	N	21.5	0.0	No	2.0
DT18	Littlestone Road	Roadside	607675	124699	NO ₂	N	16.3	0.0	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean 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 2021 (%) ⁽²⁾	2017	2018	2019	2020	2021
DT1	622400	136100	Roadside	100.0	100.0	23.5	25.4	21.0	18.3	21.6
DT2	622584	135820	Roadside	100.0	100.0	27.9	19.6	25.7	15.6	16.7
DT3	614552	134012	Roadside	89.3	89.3	16.5	12.0	11.8	9.7	9.9
DT4	612694	136190	Urban Background	58.3	58.3	19.9	18.1	17.8	13.7	12.6
DT5	612900	138200	Roadside	100.0	100.0	30.2	29.7	27.9	22.6	26.2
DT6	622734	136769	Roadside	100.0	100.0	23.2	23.2	25.3	19.6	20.9
DT7	609964	135279	Roadside	100.0	100.0	22.5	17.2	17.7	14.2	13.2
DT8	622396	136976	Roadside	68.4	68.4	21.4	21.3	22.4	13.9	16.0
DT9	621248	137352	Roadside	100.0	100.0	29.5	28.8	30.0	19.7	23.2
DT10	604116	124888	Roadside	89.3	89.3	16.2	16.5	16.6	13.1	14.0
DT11	621436	139593	Roadside	100.0	100.0	22.5	19.8	19.3	14.5	16.8
DT12	618860	135899	Kerbside	94.0	94.0	19.2	18.8	16.2	14.1	14.7
DT13	612481	137978	Rural	90.9	90.9	18.5	16.7	13.6	10.9	10.8
DT14	618727	134797	Roadside	100.0	100.0	-	15.8	16.3	12.9	13.2
DT15	621361	135511	Roadside	100.0	100.0	-	-	24.3	20.1	20.2
DT16	618680	134977	Roadside	100.0	100.0	-	-	18.1	14.4	18.0
DT17	608206	124832	Roadside	100.0	100.0	-	-	-	9.9	9.6
DT18	607675	124699	Roadside	100.0	100.0	-	-	-	14.0	15.3

☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.

☒ Diffusion tube data has been bias adjusted.

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

Notes:

The annual mean concentrations are presented as µg/m³.

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**.

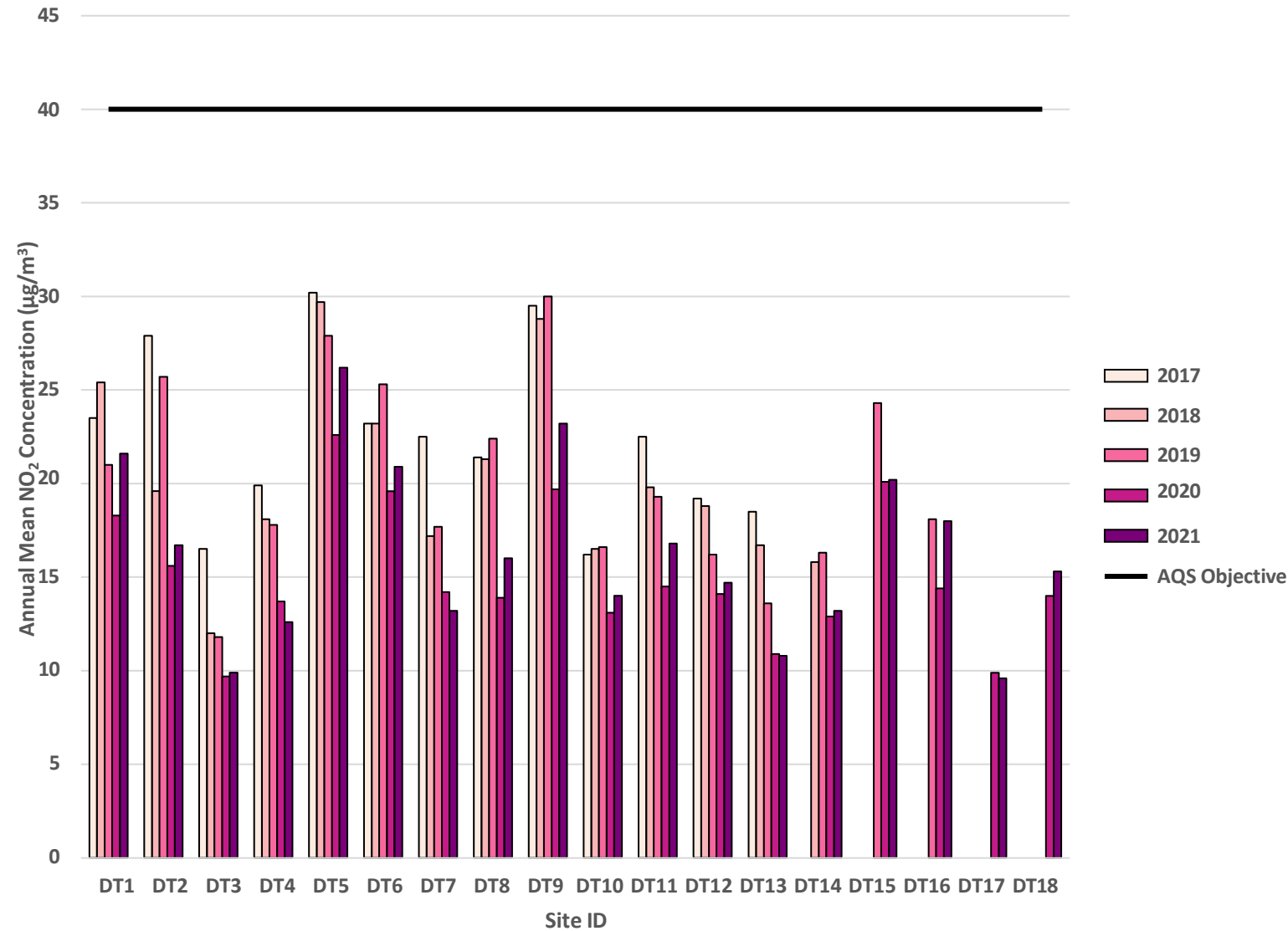
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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



Appendix B: Full Monthly Diffusion Tube Results for 2021

Table B.1 – NO₂ 2021 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northin g)	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
DT1	622400	136100	35.2	20.4	30.3	23.7	25.6	-	-	11.3	29.6	26.8	36.1	36.6	27.6	21.6		
DT2	622584	135820	22.8	27.7	23.2	21.0	24.2	-	-	7.1	25.9	17.5	22.5	22.4	21.4	16.7		
DT3	614552	134012	14.6	20.6	11.8	9.9	11.7	-	-	7.0	12.9	11.0	14.6	13.6	12.7	9.9		
DT4	612694	136190	-	20.3	-	13.8	-	-	-	9.0	15.0	15.7	-	18.1	15.3	12.6		
DT5	612900	138200	33.0	39.6	32.9	33.1	37.3	-	-	23.6	38.5	30.1	33.5	34.9	33.6	26.2		
DT6	622734	136769	30.2	-	28.1	26.6	30.7	-	-	18.4	30.6	22.8	24.0	29.1	26.7	20.9		
DT7	609964	135279	17.8	22.3	19.4	-	15.4	-	-	11.1	17.1	15.9	19.4	14.2	16.9	13.2		
DT8	622396	136976	24.2	24.1	18.1	17.6	21.1	-	-	10.1	25.6	21.0	21.4	22.4	20.5	16.0		
DT9	621248	137352	36.3	30.8	33.1	27.3	24.7	-	-	20.5	21.0	33.9	38.4	31.6	29.8	23.2		
DT10	604116	124888	21.3	33.1	16.6	-	14.5	-	-	10.5	14.1	15.0	22.6	15.5	18.0	14.0		
DT11	621436	139593	22.1	25.9	19.5	16.9	18.6	-	-	13.8	22.0	22.0	24.1	30.2	21.5	16.8		
DT12	618860	135899	22.4	27.0	16.0	17.8	18.7	-	-	8.4	20.4	16.7	19.1	21.5	18.8	14.7		
DT13	612481	137978	19.8	23.4	11.1	10.6	13.8	-	-	7.5	12.4	-	11.2	16.2	13.9	10.8		
DT14	618727	134797	18.9	27.6	15.5	14.8	17.8	-	-	8.0	22.5	12.8	16.7	15.9	16.9	13.2		
DT15	621361	135511	33.6	30.7	28.2	22.4	27.8	-	-	18.3	28.0	28.0	14.0	28.4	25.9	20.2		
DT16	618680	134977	45.2	29.0	22.1	18.5	20.3	-	-	12.3	17.0	20.2	24.8	23.8	23.1	18.0		
DT17	608206	124832	13.6	19.3	11.6	11.5	10.8	-	-	6.6	13.2	10.8	11.5	14.1	12.3	9.6		
DT18	607675	124699	22.3	24.3	21.3	18.7	16.8	-	-	11.0	21.9	19.0	21.5	19.6	19.6	15.3		

- ☒ 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.TG16.
- ☐ Local bias adjustment factor used.
- ☒ National bias adjustment factor used.
- ☒ Where applicable, data has been distance corrected for relevant exposure in the final column.
- ☒ Folkestone & Hythe District Council confirm that all 2021 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 Folkestone & Hythe District Council During 2021

Folkestone & Hythe District Council has identified one potential new source relating to air quality within the reporting year of 2021. Otterpool Park is a proposed Garden Town located in the Kent Countryside close to the seaside town of Folkestone, it is a long-term project spanning at least 30 years - proposed up to 10,000 new homes and supporting infrastructure.

Additional Air Quality Works Undertaken by During 2021

Folkestone & Hythe District Council has not completed any additional works within the reporting year of 2021.

QA/QC of Diffusion Tube Monitoring

Folkestone and Hythe District Council's diffusion tubes in 2021 were supplied and analysed by SOCOTEC Didcot, using the 50% Triethanolamine (TEA) in acetone preparation method. SOCOTEC's laboratory is UKAS accredited, participating in the AIR-PT Scheme for NO₂ tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance. In the latest available AIR-PT results, AIR PT AR036 (January – February 2020) and AIR PT AR040 (September – October 2020), SOCOTEC scored 100%. The percentage score reflects the results deemed to be satisfactory based upon the z-score of $< \pm 2$.

Local authority co-location studies which use tubes supplied by SOCOTEC with the 50% TEA in acetone preparation method in 2021, with 20 studio rated as 'good' and 3 'poor', as shown by the precision summary results. This precision reflects the laboratory's performance and consistency in preparing and analysing the tubes, as well as the

subsequent handling of the tubes in the field. Tubes are considered to have a “good” precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

Monitoring in 2021 was completed in adherence with the 2021 Diffusion Tube Monitoring Calendar, whereby all changeovers were completed within ± 2 days of the specified date.

Diffusion Tube Annualisation

The [LAQM.TG\(16\)](#) states that annualisation is required for any site which has a data capture of less than 75%, but greater than 25%. Diffusion tube site DT4 required annualisation due to insufficient data capture in 2021 (58.3%). Annualisation was completed using version 2.0 of the ‘Diffusion Tube Data Processing Tool’. Due to there being insufficient continuous background monitoring locations, the four nearest AURN monitoring stations selected to annualise the data are:

- Canterbury;
- Rochester Stoke;
- Eastbourne; and
- St Osyth

These continuous background monitoring sites were applicable to use as they all had >85% data capture and therefore could be used for annualisation. Table C.2 presents the annualisation summary, taken from the ‘Diffusion Tube Data Processing Tool’.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2021 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.TG16 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.

Folkestone & Hythe District Council have applied a national bias adjustment factor of 0.78 to the 2021 monitoring data. A summary of bias adjustment factors used by Folkestone & Hythe District Council over the past five years is presented in Table C.1.

No co-location studies are carried out by Folkestone and Hythe District Council therefore only a national factor can be applied. The national factor for SOCOTEC Didcot 50% TEA in acetone, as presented in the Diffusion Tube Bias Factors Spreadsheet v03_22, was 0.78 based on 23 studies. The National Bias Adjustment Spreadsheet is presented in Figure C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2021	National	03/22	0.78
2020	National	09/19	0.76
2019	National	06/18	0.75
2018	National	09/17	0.76
2017	National	06/16	0.77

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.

No diffusion tube NO₂ monitoring locations within Folkestone & Hythe District Council required distance correction during 2021.

Table C.2 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Annualisation Factor Canterbury	Annualisation Factor Rochester Stoke	Annualisation Factor Eastbourne	Annualisation Factor St Osyth	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Comments
DT8	1.0462	1.0561	1.0636	1.0406	1.0516	15.3	16.0	

Figure C.1 – National Bias Adjustment Factor Spreadsheet (03/22)

National Diffusion Tube Bias Adjustment Factor Spreadsheet						Spreadsheet Version Number: 03/22				
Follow the steps below in the correct order to show the results of relevant co-location studies Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.						This spreadsheet will be updated at the end of June 2022 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:		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 ³ 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 By¹	Method To add your selection, please (R) from the preparation list	Year⁵ To add your selection, please (R)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision⁶	Bias Adjustment Factor (A) (Cm/Dm)
Socotec Didcot	50% TEA in acetone	2021	UB	Gravesham Borough Council	12	23	21	7.3%	G	0.93
Socotec Didcot	50% TEA in acetone	2021	UB	Gravesham Borough Council	11	27	23	18.2%	G	0.85
Socotec Didcot	50% TEA in acetone	2021	R	Horsham District Council	12	27	20	34.5%	G	0.74
Socotec Didcot	50% TEA in acetone	2021	R	Ipswich Borough Council	12	29	23	23.8%	G	0.81
Socotec Didcot	50% TEA in acetone	2021	R	Ipswich Borough Council	12	38	29	33.3%	G	0.75
Socotec Didcot	50% TEA in acetone	2021	UB	Kingston upon Hull City Council	11	24	17	39.7%	G	0.72
Socotec Didcot	50% TEA in acetone	2021	R	Kingston upon Hull City Council	12	30	25	22.3%	G	0.81
SOCOTEC Didcot	50% TEA in acetone	2021	UB	City of York Council	11	17	13	38.2%	G	0.72
SOCOTEC Didcot	50% TEA in acetone	2021	R	City of York Council	12	25	20	27.0%	G	0.79
SOCOTEC Didcot	50% TEA in acetone	2021	R	City of York Council	12	22	17	29.0%	G	0.77
SOCOTEC Didcot	50% TEA in acetone	2021	R	City of York Council	12	37	25	45.5%	G	0.69
SOCOTEC Didcot	50% TEA in acetone	2021	UI	North Lincolnshire Council	12	17	14	19.3%	G	0.83
Socotec Didcot	50% TEA in acetone	2021	R	Bridgend Borough Council / Shared Regu	12	36	25	42.3%	G	0.70
Socotec Didcot	50% TEA in acetone	2021	UB	Derry City and Strabane District Council	12	11	9	28.4%	G	0.78
Socotec Didcot	50% TEA in acetone	2021	R	Derry City and Strabane District Council	12	30	30	2.4%	G	0.98
Socotec Didcot	50% TEA in acetone	2021	R	East Suffolk Council	11	30	25	22.3%	P	0.82
Socotec Didcot	50% TEA in acetone	2021	KS	Marleybone Road Intercomparison	10	56	42	32.3%	P	0.75
Socotec Didcot	50% TEA in acetone	2021	R	North East Lincolnshire Council	10	27	29	-7.6%	G	1.08
Socotec Didcot	50% TEA in acetone	2021	R	North East Lincolnshire Council	9	45	33	34.5%	P	0.74
Socotec Didcot	50% TEA in acetone	2021	R	Leeds City Council	13	40	29	35.5%	G	0.74
Socotec Didcot	50% TEA in acetone	2021	KS	Leeds City Council	12	34	25	37.3%	G	0.73
Socotec Didcot	50% TEA in acetone	2021	R	Leeds City Council	9	43	31	40.8%	G	0.71
Socotec Didcot	50% TEA in acetone	2021	UC	Leeds City Council	12	31	23	37.4%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2021		Overall Factor³ (23 studies)				Use		0.78

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

Figure D.1 – Map of All Non-Automatic Monitoring Sites across Folkestone & Hythe District Council

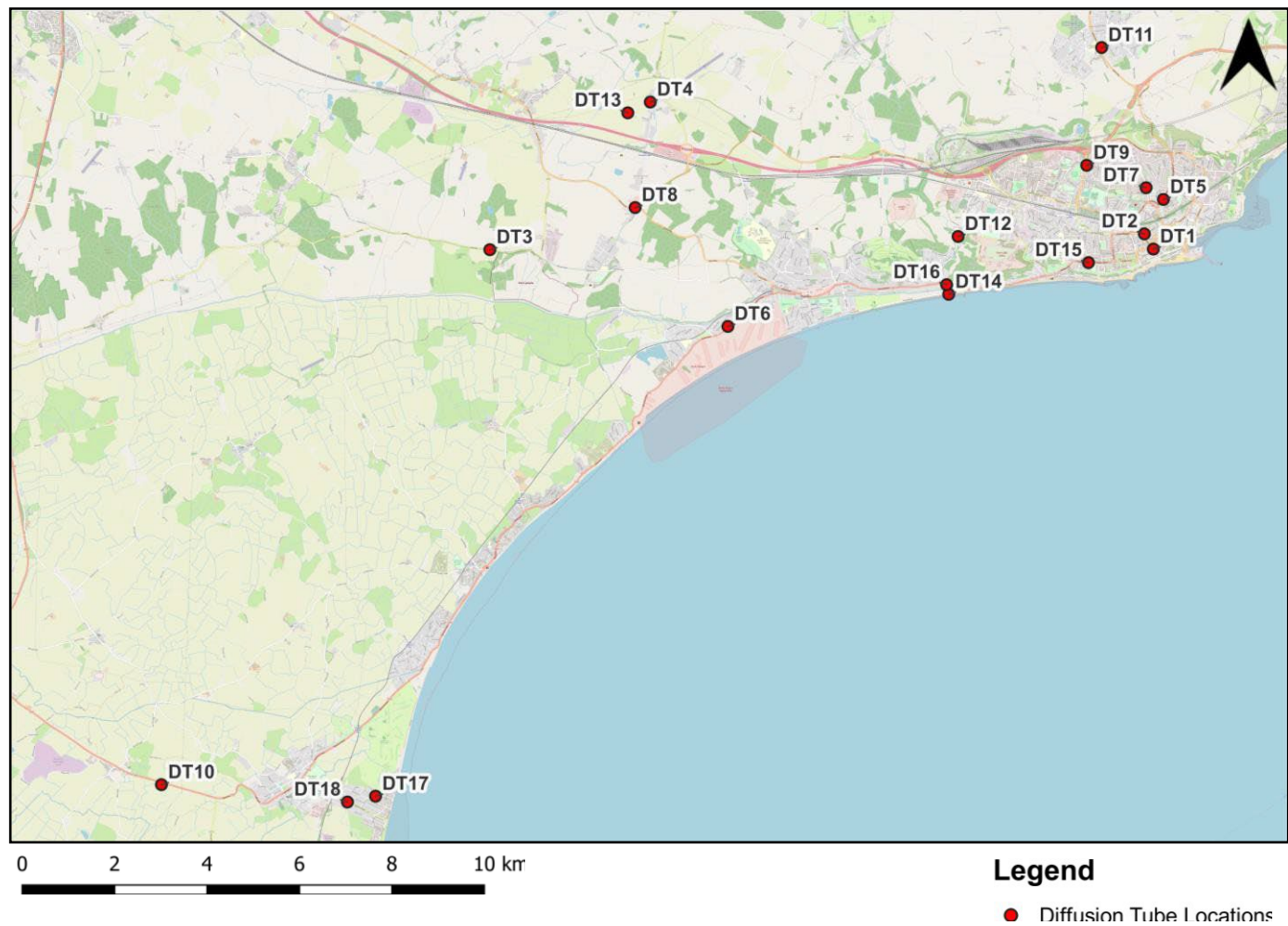


Figure D.2 – Map of All Non-Automatic Monitoring Sites near Lympne

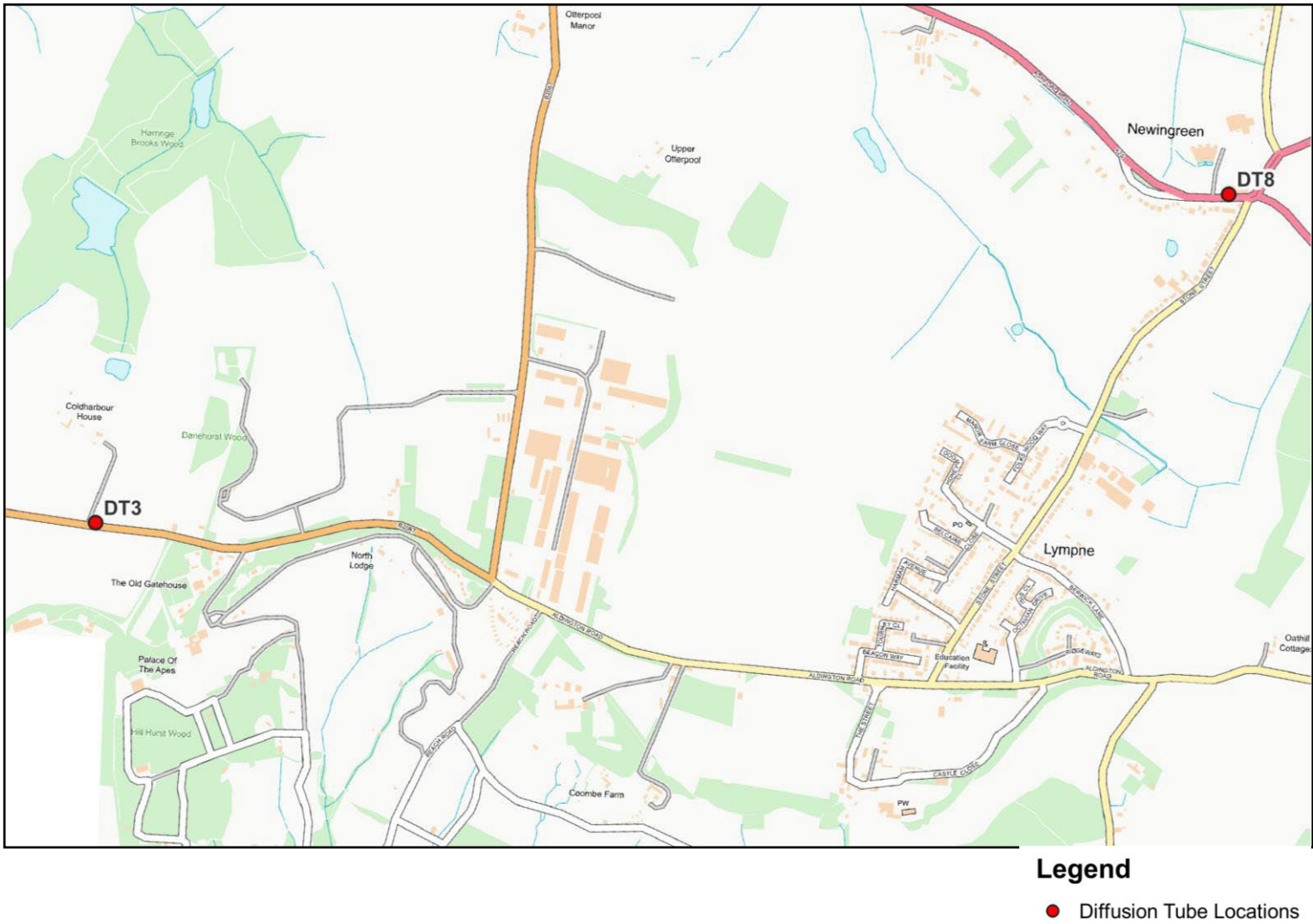


Figure D.3 – Map of All Non-Automatic Monitoring Sites in Folkestone

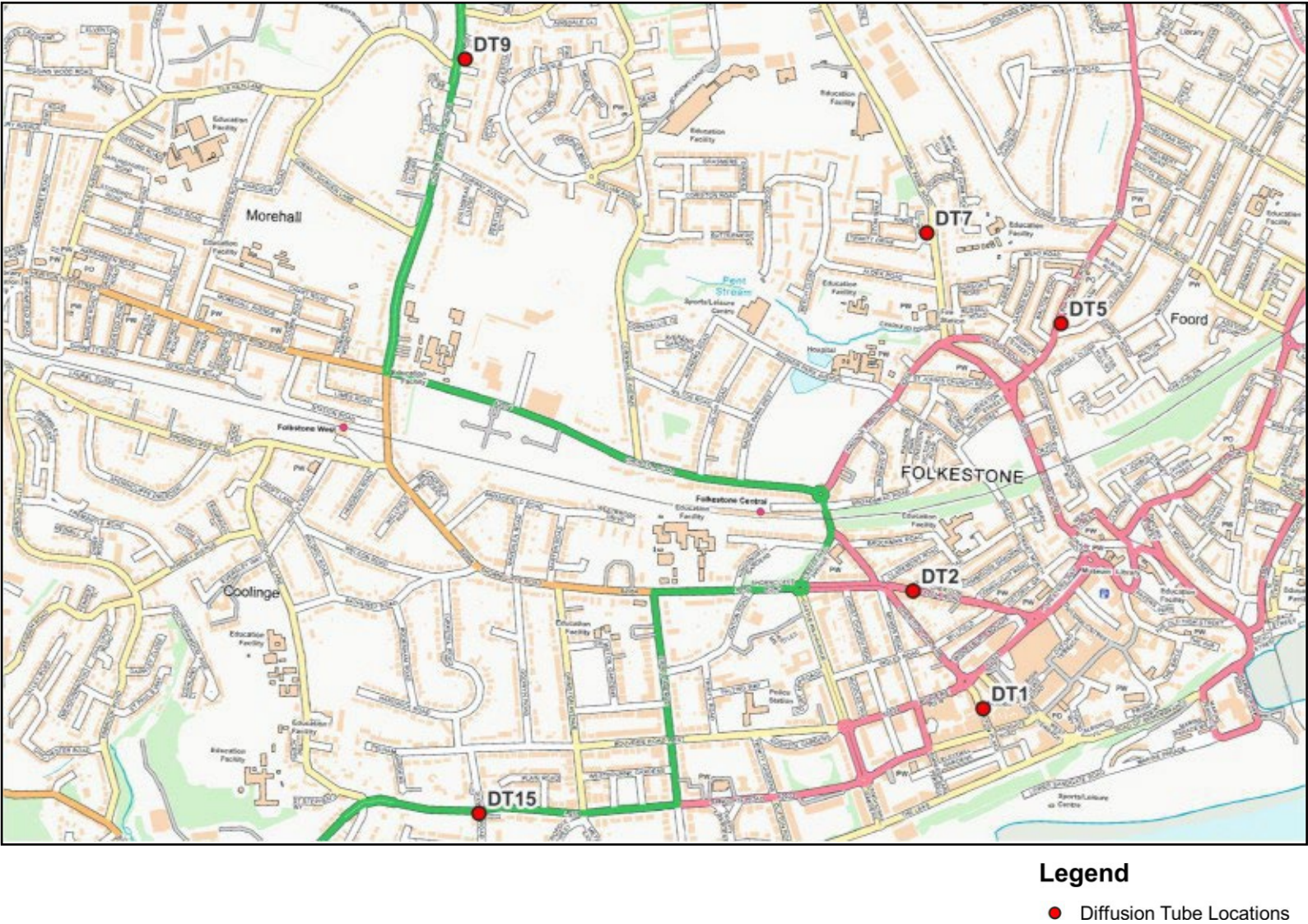


Figure D.4 – Map of All Non-Automatic Monitoring Sites in Hawkinge

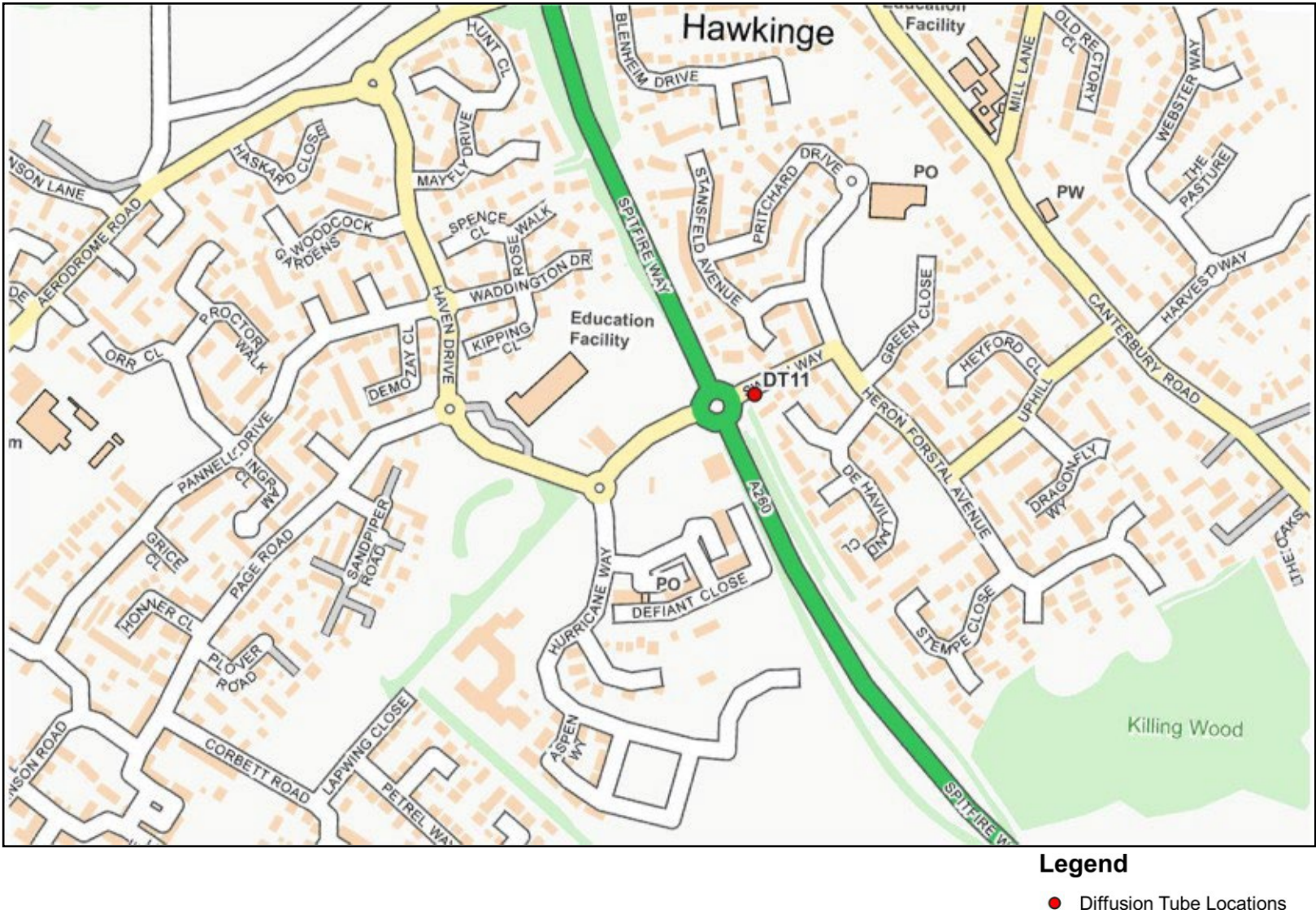


Figure D.5 – Map of All Non-Automatic Monitoring Sites in Pennypot

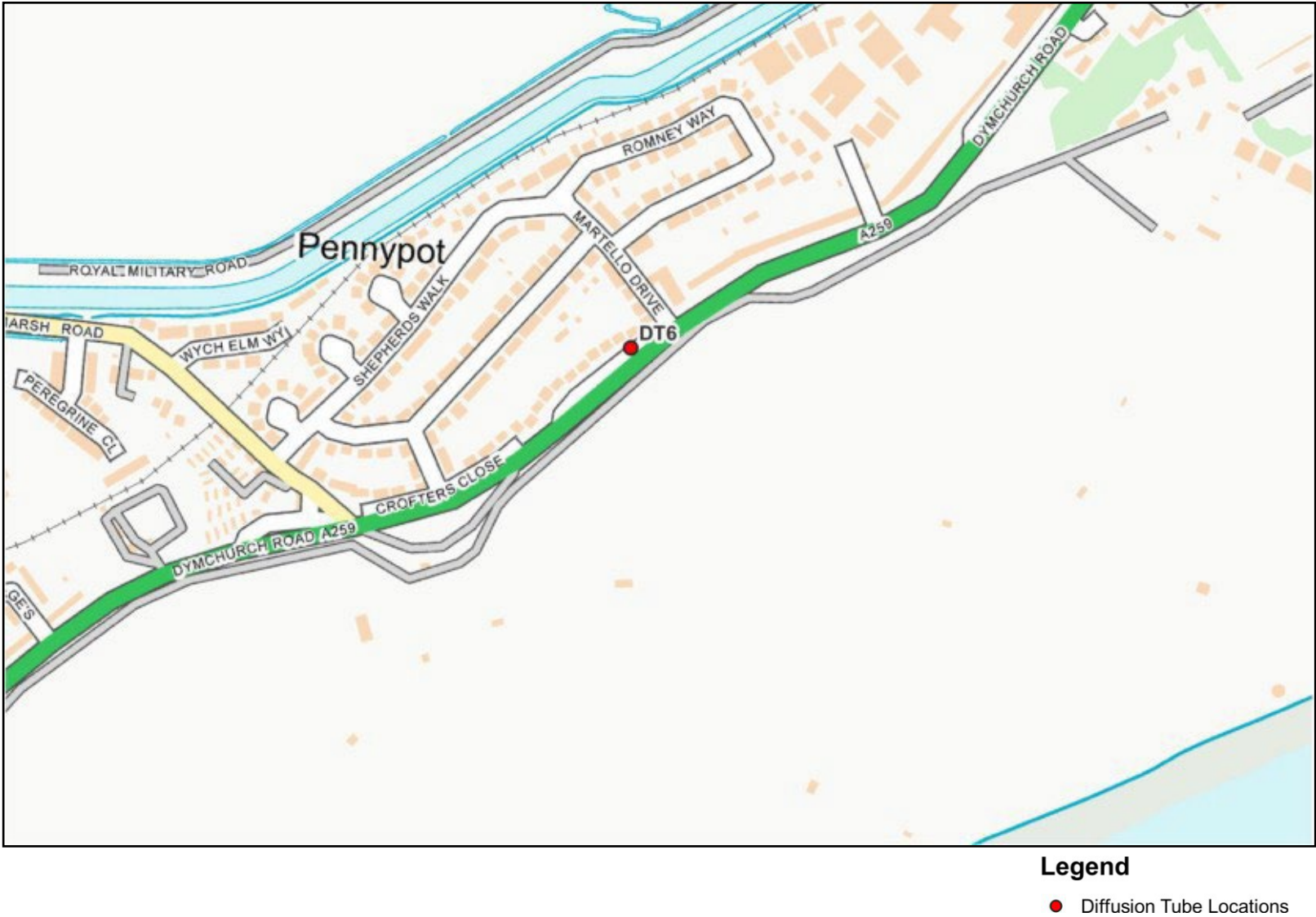
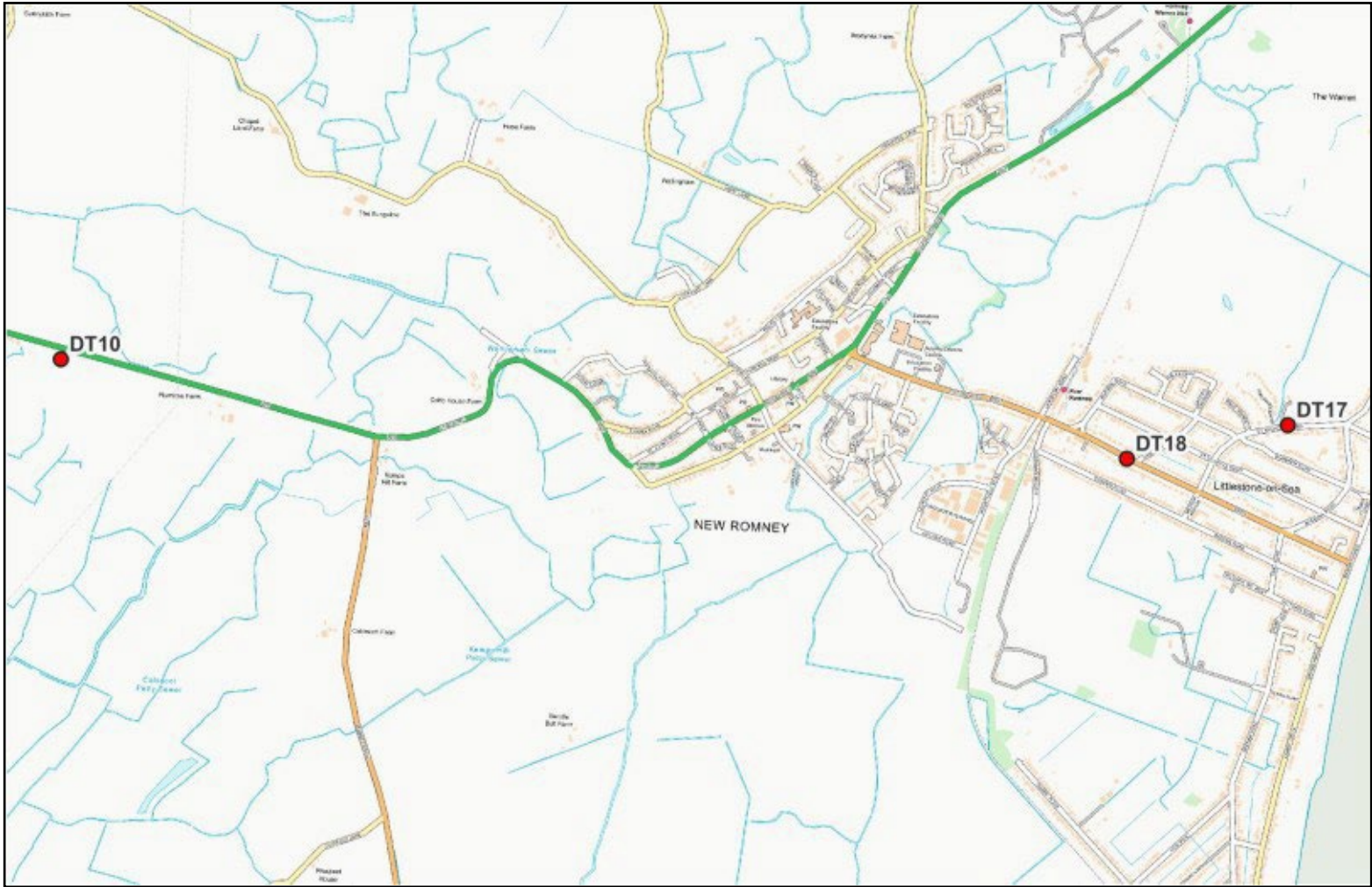


Figure D. 6 – Map of All Non-Automatic Monitoring Sites in Romney



Legend
● Diffusion Tube Locations

Figure D.7 – Map of All Non-Automatic Monitoring Sites in Seabrook



Figure D.8 – Map of All Non-Automatic Monitoring Sites in Stanford



Appendix E: Summary of Air Quality Objectives in England

Table E.1 - Air Quality Objectives in England

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

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
EU	European Union
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 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
AQS	Air Quality Standard

References

- Local Air Quality Management Technical Guidance LAQM.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG16. May 2016. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Folkestone and Hythe District Council Annual Status Report 2021



Folkestone and Hythe District Council Annual Status Report 2021

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August 2021

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2021 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995
Local Air Quality Management

Date: August, 2021

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Date	August 2021

Executive Summary: Air Quality in Our Area

Air Quality in Folkestone and Hythe District Council

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas^{1,2}.

The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages³, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017⁴.

The District of Folkestone and Hythe is situated in Kent on the south east coast of England, approximately 75 miles from London. It occupies a key strategic position on the M20 as a gateway to continental Europe with the Channel Tunnel and London Ashford Airport all within its boundary. The District contains an area of 140 square miles and boasts a rich variety of attractive landscape. More than 33% of the District falls within the Kent Downs Area of Outstanding Natural Beauty (AONB) and there are over 15 Sites of Special Scientific Interest (SSSI).

In comparison to the rural areas of the District, the largest urban area is the town of Folkestone, where approximately half of the District's 100,000 population live. Other population centres within the District are Hythe, New Romney and Hawkinge.

The main source of pollution with the District is from road traffic emissions originating from major roads including the M20, A20, A259, A260 and A2034 that pass through the District. Due to the strategic nature of the roadlinks the majority of the vehicles are throughflow

¹ Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

² Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Air quality appraisal: damage cost guidance, July 2020

⁴ Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

traffic, they do not start nor end their journeys within Folkestone and Hythe. Other pollution sources including commercial, industrial and domestic sources also contribute to pollutant concentrations within the District.

Folkestone and Hythe District experiences relatively good air quality, with no reported exceedances of the annual mean NO₂ AQS objective since at least when monitoring began in the district. As a result of this, there have never been any declared Air Quality Management Areas (AQMAs) within the District. The Council continues to review its monitoring network, deploying new monitoring sites in areas where there has either never been any monitoring conducted, or where there is a possibility of there being elevated NO₂ concentrations. Two new monitoring locations were deployed in 2020; DT17 and DT18, respectively located on St Andrews Road and Littlestone Road in Littlestone-on-Sea. This allows the Council to continue to ensure that its residents can experience relatively good and compliant air quality conditions.

During 2020, there were no reported exceedances of the annual mean NO₂ AQS objective. This continues the trend of having no reported exceedances in the past five years, and as such there is not a requirement to declare any AQMAs. The maximum reported annual mean NO₂ concentration in 2020 was 22.6µg/m³ at monitoring location DT5.

There are no diffusion tube monitoring sites where the NO₂ annual mean is greater than 60µg/m³, therefore in accordance with Defra LAQM.TG(16) there are no sites likely to be at risk of exceeding the 1-hour mean AQS objective.

There had been a significant decrease in annual mean NO₂ concentrations from 2019 to 2020, with an average decrease of 4.8µg/m³ reported. This is believed to be a result of the impacts of the COVID-19 pandemic, where traffic volumes were observed to have decreased across the UK in urban areas in response to the Governments measures to control the pandemic. It has been estimated that concentrations of NO₂ decreased by up to 30% within certain areas during the first lockdown following the decrease in traffic volumes.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.

The 2019 Clean Air Strategy⁵ sets out the case for action, with goals even more ambitious than EU requirements to reduce exposure to harmful pollutants. The Road to Zero⁶ sets out the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

There have never been any exceedances of the AQS annual mean objective for NO₂ recorded by the current monitoring network across Folkestone and Hythe. As a result, no AQMAs have been declared within Folkestone and Hythe District Council.

Similar to previous years, during 2020 there were no exceedances of the NO₂ annual mean objective. This meant Folkestone and Hythe District Council, within the current monitoring network, retained its achievement of not recording any exceedances within the past five years.

Folkestone and Hythe District Council has welcomed the Click2cycle innovative bike sharing service in Folkestone, Sandgate and Hythe. The service was launched in June 2018 and continues to be endorsed. The scheme aims to replicate notable cycle sharing schemes often found in large metropolitan areas (e.g. Santander Cycles, Mobike, Lime). The Click2cycle scheme compliments the coastal cycling route, which stretches from Folkestone harbour to Dungeness in an attempted to promote alternative forms of travel which is accessible to help its residents lead active lifestyles. In July 2020 Click2cycle has relaunched a bespoke app to allow easy hiring of bikes.

The Council is still actively encouraging large developers at the planning stage to install electric charging points or the consideration of suitable infrastructure to allow for future cost efficient installations.

As part of the Council's commitment to reduce the impacts of, and tackle climate change, the Council is aiming to hit net-zero carbon emissions by 2030. Many measures to reduce CO₂ emissions have shared-benefits in reducing both NO₂ and PM emissions.

⁵ Defra. Clean Air Strategy, 2019

⁶ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

Furthermore, a Local Cycling and Walking Infrastructure Plan and the Active Travel Fund has been launched by the Council during 2020 in order to encourage more sustainable and less polluting modes of transport.

Conclusions and Priorities

The monitoring results from 2020 show that annual mean NO₂ concentrations within the Folkestone and Hythe District continue to be well below the relevant AQS objectives at all monitoring locations. Despite this, Folkestone and Hythe District Council will continue to monitor air quality levels and review its monitoring network, to ensure that compliance is maintained throughout the district.

The following actions are considered to be key priorities in ensuring the air quality conditions within Folkestone and Hythe continue to comply with the AQS objectives:

- Constantly review the current monitoring programme, explore the need to deploy new monitoring locations in areas where monitoring has not previously been undertaken and where it is believed that there may be elevated concentrations of NO₂ in areas of relevant public exposure;
- Actively engage with large residential developers to consider installing electric vehicle charging points or alternatively, provide passive provisions for future installations;
- To work in conjunction with the County Council to investigate the scope for the introduction of traffic management initiatives where appropriate, including lorry management and traffic speed control;
- Provide an integrated transport network to facilitate the efficient movement of pedestrian and vehicular traffic, goods and services within the District;
- Continue to improve accessibility to key services and facilities and to direct development to sustainable locations in order to achieve sustainable development;
- Continue to limit the quantity of traffic on the District's roads by actively encouraging effective public transport, cycling and walking and by the careful integration of residential areas, shopping and recreational facilities and the workplace; and
- Continue to be an active member of the Kent and Medway Air Quality Partnership.

Local Engagement and How to get Involved

Due to the main source of air pollution within Folkestone and Hythe being from transport sources, the public can get involved in helping reduce the release of air pollution and thus improving air quality within the District by looking at alternative means of travel. The following are possible alternatives to private travel that would contribute to improving air quality within the District:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the number of vehicles and reducing congestion;
- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and also there is the added benefit of keeping fit and healthy;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the number of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools; and
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel efficient cars are available, and all have different levels benefits by reducing the amount of emissions being released.

Further information about air quality and pollutants can be found on the [Council's website](#). Additional information on air quality monitoring data, details on the main pollutants associated with air quality, alongside an air quality email subscription service is available on the [KentAir website](#).

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1 Local Air Quality Management

This report provides an overview of air quality in the Folkestone and Hythe District during 2020. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) 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 Status Report (ASR) is an annual requirement showing the strategies employed by Folkestone and Hythe District 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 12 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

Folkestone and Hythe District Council currently does not have any declared AQMAs.

2.2 Progress and Impact of Measures to address Air Quality in Folkestone and Hythe District Council

Defra's appraisal of last year's ASR concluded that the report is well structured, detailed, and provides the information specified in the Guidance. Additional comments made are as follows:

1. *"Robust and accurate QA/QC procedures were applied. Calculations for bias adjustment, annualisation and distance-correction factors were outlined in detail.*
2. *The Council has included discussion and review of if AQMAs are needed and monitoring strategy, informed due to the monitoring network and also the additional tubes in place to provide data. This demonstrates the Councils proactive and dedicated approach to improving air quality across the area.*
3. *Comments from last year's ASR have been mentioned and addressed. This is welcomed, and we encourage this to continue in future ASRs.*
4. *The Public Health Outcomes Frameworks was mentioned, and this is encouraged. The Council have considered referring specifically to indicator D01, fraction of mortality attributable to particulate air pollution*
5. *Overall the report is detailed, concise and satisfies the criteria of relevant standards. The Council should continue their good and thorough work."*

Folkestone and Hythe District Council will strive to produce the same quality of report both this year and future years, completing it to at least the same level of detail as in 2020.

Folkestone and Hythe District Council continues to review its monitoring network to ensure that all residents have access to safe levels of air quality. New monitoring locations are positioned where the Council believes there may be elevated concentrations of NO₂ in areas of relevant public exposure, alongside areas where monitoring has not previously been undertaken. This proactive nature ensures that the Council can identify areas of potential concern at the nearest possible opportunity so that if required, effective mitigation measures can be implemented. This ensures that compliant levels of air quality are available to all of its residents.

During 2020, two additional sites were added to the monitoring network:

- DT 17 – A roadside location positioned along St Andrews Road, near to the entrance to Littlestone Warren Golf Club; and

- DT 18 – A roadside location positioned along Littlestone Road, between the junctions to Warren Road and Links Way.

Folkestone and Hythe District Council continues to be an active member of the Kent and Medway Air Quality Partnership. In 2020, the [KentAir website](#) was updated following a change of provider. It is possible to subscribe to an air quality email system, whereby an air pollution forecasts and alerts are emailed to the subscriber's inbox.

There have never been any exceedances of the AQS annual mean objective for NO₂ recorded by the current monitoring network across Folkestone and Hythe. As a result, no AQMAs have ever been declared within Folkestone and Hythe District Council.

Folkestone and Hythe District Council has welcomed the Click2cycle innovative bike sharing service in Folkestone, Sandgate and Hythe. The service was launched in June 2018 and continues to be endorsed. The scheme aims to replicate notable cycle sharing schemes often found in large metropolitan areas (e.g. Santander Cycles, Mobike, Lime). The Click2cycle scheme compliments the coastal cycling route, which stretches from Folkestone harbour to Dungeness in an attempted to promote alternative forms of travel which is accessible to help its residents lead active lifestyles. In July 2020 Click2cycle has relaunched a bespoke app to allow easy hiring of bikes.

The Council is still actively encouraging large developers at the planning stage to install electric charging points or the consideration of suitable infrastructure to allow for future cost efficient installations.

The Council is aiming to hit net-zero carbon emissions by 2030. Many measures to reduce CO₂ emissions also have shared-benefits in reducing NO₂ and PM emissions.

The Council have launched a Local Cycling and Walking Infrastructure Plan and the Active Travel Fund.

Local Cycling and Walking Infrastructure Plans (LCWIP) provide a new strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle

The active travel fund is a grant funding that supports local transport authorities with the development of cycling and walking facilities.

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

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

PM_{2.5} can penetrate deep into the lungs, irritate and corrode the alveolar wall, and consequently impair lung function. It is believed there may also be a relationship between exposure to PM_{2.5} and the impact of respiratory viruses, such as COVID-19.

Folkestone and Hythe District Council does not currently undertake monitoring of either PM₁₀ or PM_{2.5}, therefore no concentrations of these can be reported or estimated using the methodology described in Box 7.7 of [LAQM.TG\(16\)](#).

The current [Defra background maps](#) for Folkestone and Hythe (2018 reference year) show that all 2020 background concentrations of PM_{2.5} are far below the recommended 2020 annual mean AQS objective for PM_{2.5} of 25µg/m³. The highest concentration is predicted to be 10.6µg/m³ within the 1km x 1km grid square with the centroid grid reference of 622500, 136500. This is largely a residential area within Folkestone and includes much of the A259 and connecting junctions, alongside Folkestone Central railway station and the South Eastern Main Line. It is important to note that these estimations do not take into consideration any impacts as a result of the COVID-19 pandemic.

The [Public Health Outcomes Framework](#) data tool compiled by Public Health England quantifies the mortality burden of PM_{2.5} within England on a county and local authority scale. The 2019 fraction of mortality attributable to PM_{2.5} pollution (indicator D01) across England is 5.1%, and in contrast the fraction within Folkestone and Hythe is slightly below the national average at 4.9%. The regional average for the South East is 5.2%. The 2019 fraction of mortality has been used as opposed to the 2020 fraction as the data has not been made available at the time of writing.

Measures to improve air quality often have shared wins with other public health indicators, a good example being the encouragement of active travel and commuting leading to increased physical activity and increased wellbeing.

[LAQM.TG\(16\)](#) Table A.1 Action toolbox presents a list of measures that can be implemented to help reduce concentrations of PM_{2.5}. Where required, Folkestone and Hythe District Council will review any proposed actions to be implemented with the Public Health team to consider the potential impact of the actions and whether any further action is required.

Currently, there are no designated smoke control areas within Folkestone and Hythe. Despite this, information and guidance in relation to bonfires is available on the [Council's website](#). The Council also actively responds to any nuisance complaints relating to high levels of dust pollution, odours, smoke, and other environmental issues.

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

This section sets out the monitoring undertaken within 2020 by Folkestone and Hythe District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2016 and 2020 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Folkestone and Hythe District Council did not undertake any automatic monitoring of pollutants during 2020.

3.1.2 Non-Automatic Monitoring Sites

Folkestone and Hythe District Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 18 sites during 2020. Table A.1 in Appendix A presents the details of the non-automatic sites. Two new NO₂ diffusion tube monitoring locations were deployed during 2020 as detailed in Section 2.2 – DT17 and DT18. These are located on St Andrews Road and Littlestone Road, in Littlestone-on-Sea.

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.

In addition to the NO₂ diffusion tube monitoring that has been completed, monitoring of BTEX compounds benzene, toluene, ethylbenzene and xylenes has been completed using ADT (analytical thermal deposition) tubes at four locations within the District.

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.2 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 2020 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.

During 2020, all NO₂ diffusion tubes reported annual mean concentrations well below the annual mean NO₂ AQS objective of 40µg/m³. The maximum reported annual mean concentration was 22.6µg/m³ at the monitoring location DT5. As all reported concentrations are below 36µg/m³, no fall-off with distance correction calculations have been carried out.

Where more than one years' worth of monitoring data is available, all sites had reported a decrease in annual mean NO₂ concentrations from previous years. An average decrease of 4.8µg/m³ has been observed from 2019 to 2020, and a low annual mean NO₂ concentration of 9.7µg/m³ was reported at the monitoring location DT3. This decrease is likely a result of the impacts of the COVID-19 pandemic, whereby the UK Government enforced numerous lockdowns, alongside providing guidelines for home working and staying local. It has been observed across much of the UK, in particular in urban areas, that there has been a significant decrease in traffic volumes for part of 2020, alongside a change in traffic patterns. This is discussed further in Appendix F, but it has been estimated that during the first lockdown, at some locations NO₂ concentrations decreased up to 30%.

There are diffusion tube monitoring sites where the annual mean NO₂ concentration is greater than 60µg/m³, therefore in accordance with Defra LAQM.TG(16) there are no sites likely to be at risk of exceeding the 1-hour mean AQS objective.

3.2.2 Other Pollutants

Table B.2 to Table B.6 in Appendix B presents the period concentrations for the BTEX compounds monitored at the four locations. Only benzene has an air quality objective within the Air Quality Strategy; an annual average of $5\mu\text{g}/\text{m}^3$ and a running annual mean of $16.25\mu\text{g}/\text{m}^3$. Concentrations monitored at the four sites in 2020 are below these objectives. As the concentrations have never been reported to be close to exceedance, the Council will cease monitoring of BTEX in 2020. This will allow resources which would be spent on this monitoring to be allocated elsewhere.

Note: No monitoring data is able to be reported for the monitoring periods between 30/06/2020 – 01/10/2020 due to a clerical error.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Cheriton Road	Roadside	622584	135820	NO ₂ , BTEX	No	1.0	1.2	No	3.0
DT2	Cheriton Place	Roadside	622400	136100	NO ₂ , BTEX	No	5.0	1,8	No	2.6
DT3	Cold Harbour	Rural	609964	135279	NO ₂	No	N/A	N/A	No	2.0
DT4	Stanford North	Urban Background	612900	138200	NO ₂	No	N/A	N/A	No	2.0
DT5	Black Bull Road	Roadside	622734	136769	NO ₂	No	1.0	5.0	No	3.0
DT6	Martello Cottages	Roadside	614552	134012	NO ₂	No	7.0	10.0	No	2.5
DT7	Wear Bay Road	Roadside	622396	136976	NO ₂ , BTEX	No	11.5	3.0	No	3.5
DT8	Oak	Roadside	612694	136190	NO ₂	No	6.0	3.5	No	2.6
DT9	Cherry garden Avenue	Roadside	621248	137352	NO ₂ , BTEX	No	7.5	8.0	No	2.5
DT10	Martins Cottages	Roadside	604116	124888	NO ₂	No	1.2	1.0	No	2.5

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)
DT11	Hawking	Roadside	621436	139593	NO ₂	No	1.2	1.0	No	3.0
DT12	Horn Street	Kerbside	618860	135899	NO ₂	No	1.0	1.0	No	2.0
DT13	Kennett Lane	Rural	612481	137978	NO ₂	No	91.0	0.0	No	2.0
DT14	Princes Parade	Roadside	618727	134797	NO ₂	No	39.0	1.0	No	2.0
DT15	Dixiwell	Roadside	621361	135511	NO ₂	No	15.0	0.0	No	2.0
DT16	Seabrook Road	Roadside	618680	134977	NO ₂	No	8.0	0.0	No	2.0
DT17	St Andrews Road	Roadside	608206	124832	NO ₂	No	21.5	0.0	No	2.0
DT18	Littlestone Road	Roadside	607675	124699	NO ₂	No	16.3	0.0	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean NO₂ Monitoring Results (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 2020 (%) ⁽²⁾	2016	2017	2018	2019	2020
DT1	622584	135820	Roadside	74.6	74.6	21.5	23.5	25.4	21.0	18.3
DT2	622400	136100	Roadside	93.4	93.4	28.6	27.9	19.6	25.7	15.6
DT3	609964	135279	Rural	93.4	93.4	14.9	16.5	12.0	11.8	9.7
DT4	612900	138200	Urban Background	58.6	58.6	19.6	19.9	18.1	17.8	13.7
DT5	622734	136769	Roadside	93.4	93.4	30.4	30.2	29.7	27.9	22.6
DT6	614552	134012	Roadside	93.4	93.4	25.1	23.2	23.2	25.3	19.6
DT7	622396	136976	Roadside	93.4	93.4	20.7	22.5	17.2	17.7	14.2
DT8	612694	136190	Roadside	93.4	93.4	22.7	21.4	21.3	22.4	13.9
DT9	621248	137352	Roadside	93.4	93.4	28.7	29.5	28.8	30.0	19.7
DT10	604116	124888	Roadside	93.4	93.4	18.8	16.2	16.5	16.6	13.1
DT11	621436	139593	Roadside	93.4	93.4	17.4	22.5	19.8	19.3	14.5
DT12	618860	135899	Kerbside	86.5	86.5	20.0	19.2	18.8	16.2	14.1
DT13	612481	137978	Rural	93.4	93.4	14.0	18.5	16.7	13.6	10.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2020 (%) ⁽²⁾	2016	2017	2018	2019	2020
DT14	618727	134797	Roadside	83.1	83.1	-	-	15.8	16.3	12.9
DT15	621361	135511	Roadside	93.4	93.4	-	-	-	24.3	20.1
DT16	618680	134977	Roadside	93.4	93.4	-	-	-	18.1	14.4
DT17	608206	124832	Roadside	85.6	85.6	-	-	-	-	9.9
DT18	607675	124699	Roadside	93.4	93.4	-	-	-	-	14.0

☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.

☒ 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**.

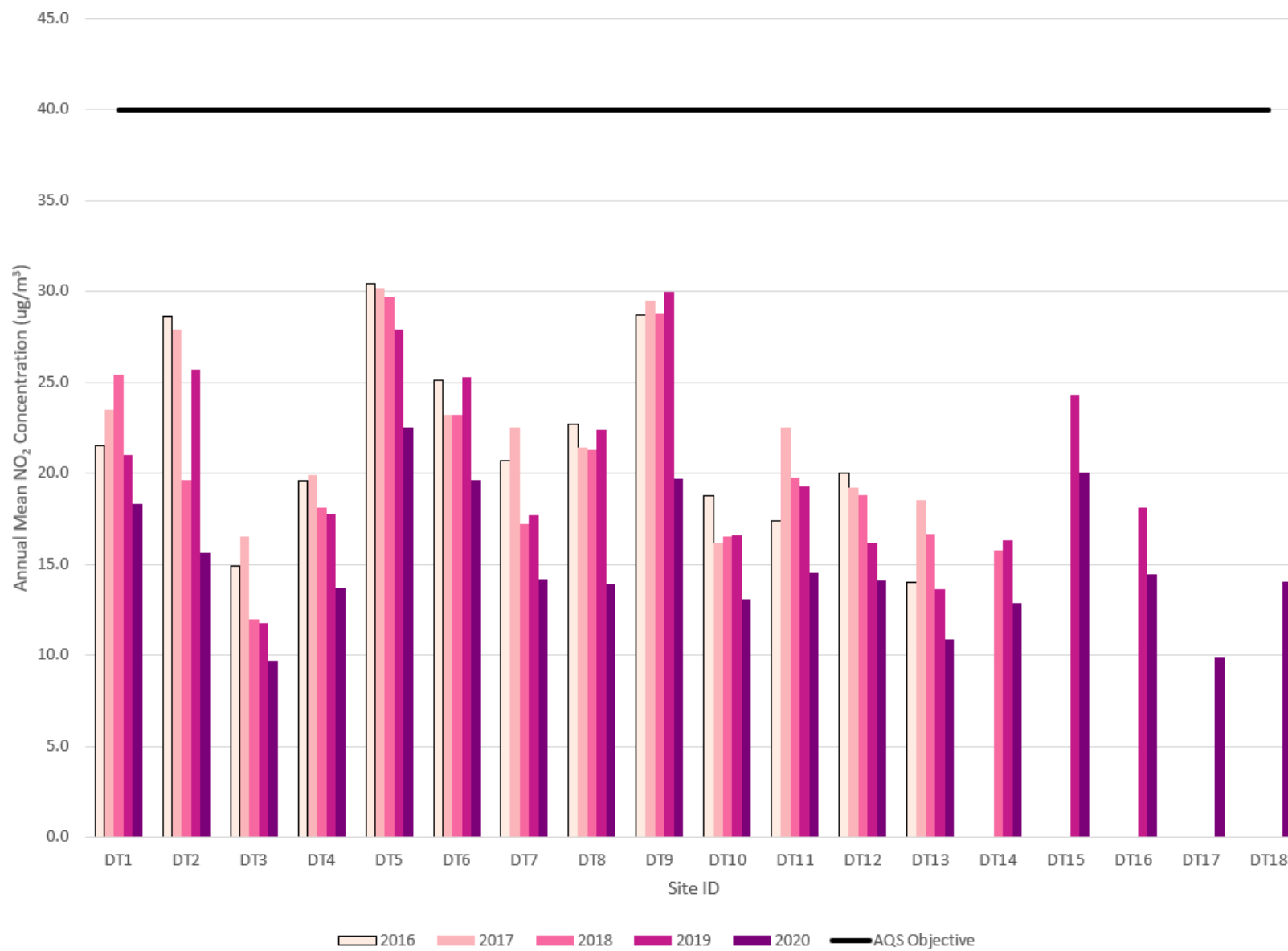
NO₂ annual means exceeding 60 $\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG16 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

Appendix B: Full Monthly Diffusion Tube Results for 2020

Table B.1 – NO₂ 2020 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Easting)	Jan ¹	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.76)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT1	622584	135820	-	18.0	18.7	34.3	19.9	25.3	17.6	27.0			30.3	27.4	24.1	18.3	-	
DT2	622400	136100	-	10.8	24.2	26.4	18.1	24.9	13.6	25.0	21.1	20.7	23.0	20.5	20.5	15.6	-	
DT3	609964	135279	-	10.3	11.4	14.7	11.0	12.1	9.3	12.9	14.1	15.1	19.2	11.5	12.7	9.7	-	
DT4	612900	138200	-	11.8	9.7		14.8	19.3	13.3	19.5	18.8				15.4	13.7	-	
DT5	622734	136769	-	21.3	23.0	43.6	26.1	32.8	18.2	34.6	36.1	29.9	32.5	30.3	29.7	22.6	-	
DT6	614552	134012	-	24.2	21.0	33.5	22.6	26.5	16.5	31.3	25.7	29.1	28.0	25.4	25.9	19.6	-	
DT7	622396	136976	-	14.7	15.5	34.4	17.8	22.7	12.0	19.6	17.5	17.3	22.7	15.1	18.7	14.2	-	
DT8	612694	136190	-	16.9	13.8	19.1	15.9	23.5	16.2	22.6	6.1	20.9	27.6	19.2	18.3	13.9	-	
DT9	621248	137352	-	25.6	22.0	25.7	17.8	22.8	21.1	26.8	33.2	30.9	35.0	25.8	25.9	19.7	-	
DT10	604116	124888	-	11.5	13.5	21.5	17.6	19.5	7.5	23.9	20.8	18.5	18.4	16.1	17.2	13.1	-	
DT11	621436	139593	-	18.5	18.4	19.1	13.1	19.2	15.1	18.5	21.8	21.4	25.3	21.9	19.1	14.5	-	
DT12	618860	135899	-	13.6	14.5	21.5	18.9		12.6	21.1	25.3	18.3	21.3	19.4	18.6	14.1	-	
DT13	612481	137978	-	11.1	9.9	16.3	12.4	14.8	11.5	15.1	19.5	16.6	19.2	12.3	14.3	10.9	-	
DT14	618727	134797	-	14.2	14.5	19.3		18.9	11.9	20.1	17.3	20.0	20.4	13.2	16.9	12.9	-	
DT15	621361	135511	54.7	26.1	24.2	28.1	20.2	27.8	19.7	26.0	31.1	31.0	30.6	26.9	26.4	20.1	-	
DT16	618680	134977	29.3	19.6	11.0	22.3	15.2	19.9	13.1	20.7	23.0	19.2	25.3	21.0	19.0	14.4	-	
DT17	608206	124832	15.3	9.9	9.7	20.8	14.7	17.4	8.0	13.6		11.2	15.3	12.0	13.1	9.9	-	
DT18	607675	124699	21.3	14.5	13.8	24.4	17.2	21.6	11.1	22.1	20.5	19.0	21.1	18.7	18.5	14.0	-	

- ☒ 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.TG16.
- ☐ Local bias adjustment factor used.
- ☒ National bias adjustment factor used.
- ☒ Where applicable, data has been distance corrected for relevant exposure in the final column.
- ☒ Folkestone and Hythe District Council confirm that all 2020 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.

¹ Only four tubes were deployed in the January monitoring period and were exposed for two weeks. Due to having a shorter monitoring period than that which is advised by the LAQM Calendar alongside a lack of certainty of whether these are truly representative, these concentrations have been omitted from calculations of annual averages.

Table B.2 – Benzene Concentrations (µg/m³)

Site Name	10/12/2019 - 10/01/2020	10/01/2020 - 04/02/2020	04/02/2020 - 06/03/2020	06/03/2020 - 01/04/2020	01/04/2020 - 29/04/2020	29/04/2020 - 05/06/2020	05/06/2020 - 30/06/2020	01/10/2020 - 10/11/2020	10/11/2020 - 02/12/2020	02/12/2020 - 07/01/2021	Annual Average
Cheriton Road	1.0	1.0	0.7	1.0	0.6	0.5	0.7	0.5	1.0	2.0	1.0
Cheriton Place	0.8	0.9	0.7	1.0	NR	0.6	0.7	2.0	2.0	1.0	1.0
Wear Bay Road	0.8	1.0	1.0	1.0	NR	0.6	<0.6	0.7	1.0	1.0	1.0
Cherry Garden Avenue	2.0	1.0	1.0	2.0	0.8	0.5	<0.6	-	0.9	1.0	1.0

Table B.3 – Toluene Concentrations (µg/m³)

Site Name	10/12/2019 - 10/01/2020	10/01/2020 - 04/02/2020	04/02/2020 - 06/03/2020	06/03/2020 - 01/04/2020	01/04/2020 - 29/04/2020	29/04/2020 - 05/06/2020	05/06/2020 - 30/06/2020	01/10/2020 - 10/11/2020	10/11/2020 - 02/12/2020	02/12/2020 - 07/01/2021	Annual Average
Cheriton Road	2.0	2.0	1.0	7.0	8.0	1.0	2.0	1.0	3.0	3.0	3.0
Cheriton Place	1.0	2.0	19.0	2.0	NR	4.0	1.0	5.0	4.0	4.0	5.0
Wear Bay Road	1.0	2.0	33.0	2.0	NR	2.0	<1.0	2.0	3.0	4.0	6.0
Cherry Garden Avenue	1.0	2.0	2.0	7.0	2.0	3.0	<1.0	-	2.0	5.0	3.0

Table B.4 – Ethyl-Benzene Concentrations (µg/m³)

Site Name	10/12/2019 - 10/01/2020	10/01/2020 - 04/02/2020	04/02/2020 - 06/03/2020	06/03/2020 - 01/04/2020	01/04/2020 - 29/04/2020	29/04/2020 - 05/06/2020	05/06/2020 - 30/06/2020	01/10/2020 - 10/11/2020	10/11/2020 - 02/12/2020	02/12/2020 - 07/01/2021	Annual Average
Cheriton Road	0.3	0.4	0.3	0.7	1.0	0.6	2.0	0.2	2.0	1.0	1.0
Cheriton Place	<0.2	0.3	0.7	0.4	NR	90.0	0.4	2.1	3.6	3.0	13.0
Wear Bay Road	0.3	0.4	0.6	0.3	NR	0.7	<0.3	0.5	1.0	2.5	1.0
Cherry Garden Avenue	<0.2	0.4	0.5	0.9	0.3	17.0	<0.3	-	<0.3	1.0	3.0

Table B.5 – m,p-Xylene Concentrations (µg/m³)

Site Name	10/12/2019 - 10/01/2020	10/01/2020 - 04/02/2020	04/02/2020 - 06/03/2020	06/03/2020 - 01/04/2020	01/04/2020 - 29/04/2020	29/04/2020 - 05/06/2020	05/06/2020 - 30/06/2020	01/10/2020 - 10/11/2020	10/11/2020 - 02/12/2020	02/12/2020 - 07/01/2021	Annual Average
Cheriton Road	0.9	2.0	1.0	2.0	2.0	1.0	3.0	0.9	4.0	3.0	2.0
Cheriton Place	<0.7	1.0	1.0	1.0	NR	74.0	2.0	4.0	8.0	5.0	12.0
Wear Bay Road	0.9	1.0	2.0	0.8	NR	3.0	0.9	2.0	3.0	4.0	2.0
Cherry Garden Avenue	0.8	1.0	2.0	2.0	0.9	16.0	1.0	-	1.0	3.0	3.0

Table B.6 – o-Xylene Concentrations ($\mu\text{g}/\text{m}^3$)

Site Name	10/12/2019 - 10/01/2020	10/01/2020 - 04/02/2020	04/02/2020 - 06/03/2020	06/03/2020 - 01/04/2020	01/04/2020 - 29/04/2020	29/04/2020 - 05/06/2020	05/06/2020 - 30/06/2020	01/10/2020 - 10/11/2020	10/11/2020 - 02/12/2020	02/12/2020 - 07/01/2021	Annual Average
Cheriton Road	0.4	0.8	0.5	0.8	<0.4	0.5	1.0	0.4	2.0	1.0	1.0
Cheriton Place	<0.3	0.6	0.5	0.5	NR	24.0	0.8	2.0	4.0	2.0	4.0
Wear Bay Road	0.4	0.6	0.7	<0.4	NR	0.8	<0.4	0.7	1.0	2.0	1.0
Cherry Garden Avenue	0.4	0.6	1.0	1.0	0.4	5.9	0.7	-	0.5	1.0	1.0

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

New or Changed Sources Identified Within Folkestone and Hythe District Council During 2020

Folkestone and Hythe District Council has not identified any new sources relating to air quality within the reporting year of 2021.

Additional Air Quality Works Undertaken by Folkestone and Hythe District Council During 2020

Folkestone and Hythe District Council has not completed any additional works within the reporting year of 2020.

QA/QC of Diffusion Tube Monitoring

Folkestone and Hythe District Council's diffusion tubes in 2020 were supplied and analysed by SOCOTEC Didcot, using the 50% Triethanolamine (TEA) in acetone preparation method. SOCOTEC's laboratory is UKAS accredited, participating in the [AIR-PT Scheme](#) for NO₂ tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high caliber. The lab follows the procedures set out in the Harmonisation Practical Guidance. In the latest available AIR-PT results, AIR PT AR036 (January – February 2020) and AIR PT AR040 (September – October 2020), SOCOTEC scored 100%. No results are available between May and August 2020 as testing rounds were cancelled due to the COVID-19 pandemic. The percentage score reflects the results deemed to be satisfactory based upon the z-score of $< \pm 2$.

All local authority co-location studies which use tubes supplied by SOCOTEC with the 50% TEA in acetone preparation method in 2020 were rated as 'good', as shown by the [precision summary results](#). This precision reflects the laboratory's performance and consistency in preparing and analysing the tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have a "good" precision where the

coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

Monitoring in 2020 had largely been completed in adherence with the [2020 Diffusion Tube Monitoring Calendar](#), whereby most changeovers were completed within ± 2 days of the specified date. This did however deviate during the January, October and November monitoring periods. In January, the tubes were exposed for approximately two weeks. This is significantly shorter than that which is recommended by the LAQM Calendar. In addition, although this was prior to the first UK Government enforced lockdown and therefore concentrations are expected to be higher than much of the year, compared to 2019 NO₂ concentrations these appear to be slightly different to what would be expected during the winter period. As a result, these have been omitted from any calculations of the annual average in case they are not truly representative. For the October and November monitoring periods, the exposure periods varied by up to six days. As this is not a significant deviation, and the reported concentrations did not appear to be anomalous, these have been retained and used in calculations. These largely occurred due to the impacts of the COVID-19 pandemic and the availability of staff.

Diffusion Tube Annualisation

Annualisation is required for any site with data capture less than 75% but greater than 25%. As such, one site operated by Folkestone and Hythe District Council required annualisation in 2020. This was conducted using the latest version of the [Diffusion Tube Data Processing Tool](#) (v1.1). These sites, alongside the details of the calculation method undertaken, are provided in Table C.2. Continuous monitoring data from the four nearest AURN Urban Background monitoring locations with greater than 85% data capture have been utilised.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2021 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.TG16 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.

Folkestone and Hythe District Council have applied a national bias adjustment factor of 0.76 to the 2020 monitoring data. A summary of bias adjustment factors used by Folkestone and Hythe District Council over the past five years is presented in Table C.1.

No co-location studies are carried out by Folkestone and Hythe District Council therefore only a national factor can be applied. The national factor for SOCOTEC Didcot 50% TEA in acetone, as presented in the [Diffusion Tube Bias Factors Spreadsheet](#) v06_21, was 0.76 based on 24 studies. The National Bias Adjustment Spreadsheet is presented in Figure C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2020	National	06/21 (24 studies)	0.76
2019	National	03/20 (24 studies)	0.75
2018	National	03/19 (22 studies)	0.76
2017	National	03/18 (27 studies)	0.77
2016	National	03/17 (30 studies)	0.77

NO₂ Fall-off with Distance from the Road

Wherever possible, local authorities should ensure that monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure should be 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 NO₂ monitoring locations within Folkestone and Hythe District Council required distance correction during 2020.

Table C.2 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Annualisation Factor Canterbury AURN	Annualisation Factor Brighton Preston Park AURN	Annualisation Factor Rochester Stoke AURN	Annualisation Factor Thurrock AURN	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Comments
DT4	1.1572	1.1995	1.2206	1.1189	1.1741	15.4	18.0	

Figure C.1 – National Bias Adjustment Factor Spreadsheet (06/21)

National Diffusion Tube Bias Adjustment Factor Spreadsheet				Spreadsheet Version Number: 06/21								
Follow the steps below <u>in the correct order</u> to show the results of <u>relevant</u> 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 Sept 2021 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:	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 factor³ shown in blue at the foot of the final column. If you have your own co-location study then see footnote⁴. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953									
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 ²										
Analysed By¹	Method To aid your selection, choose (All) from the pop-up list	Year² To aid your selection, choose (All)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision⁵	Bias Adjustment Factor (A) (Cm/Dm)		
Aberdeen Scientific Services	20% TEA in water	2020		Overall Factor³ (7 studies)				Use	0.78			
Edinburgh Scientific Services	50% TEA in acetone	2020		Overall Factor³ (5 studies)				Use	0.85			
Glasgow Scientific Services	20% TEA in water	2020		Overall Factor³ (9 studies)				Use	0.95			
Gradko	20% TEA in water	2020		Overall Factor³ (27 studies)				Use	0.81			
Gradko	50% TEA in acetone	2020		Overall Factor³ (21 studies)				Use	0.83			
Lambeth Scientific Services	50% TEA in acetone	2020		Overall Factor³ (10 studies)				Use	0.95			
Milton Keynes Council	20% TEA in water	2020		Overall Factor³ (4 studies)				Use	0.83			
SOCOTEC Didcot	20% TEA in water	2020		Overall Factor³ (6 studies)				Use	0.74			
SOCOTEC Didcot	50% TEA in acetone	2020		Overall Factor³ (24 studies)				Use	0.76			
SOCOTEC Glasgow	20% TEA in water	2020		Overall Factor³ (1 study)				Use	0.79			
SOCOTEC Glasgow	50% TEA in acetone	2020		Overall Factor³ (1 study)				Use	0.79			
Somerset County Council	20% TEA in water	2020		Overall Factor³ (10 studies)				Use	0.85			
South Yorkshire Air Quality Samplers	50% TEA in acetone	2020		Overall Factor³ (1 study)				Use	0.77			
Staffordshire Scientific Services	20% TEA in water	2020		Overall Factor³ (15 studies)				Use	0.85			
Tayside Scientific Services	20% TEA in water	2020		Overall Factor³ (1 study)				Use	0.75			

Appendix D: Maps of Monitoring Locations and AQMAs

Figure D.1 – Map of Non-Automatic Monitoring Sites across the Whole District

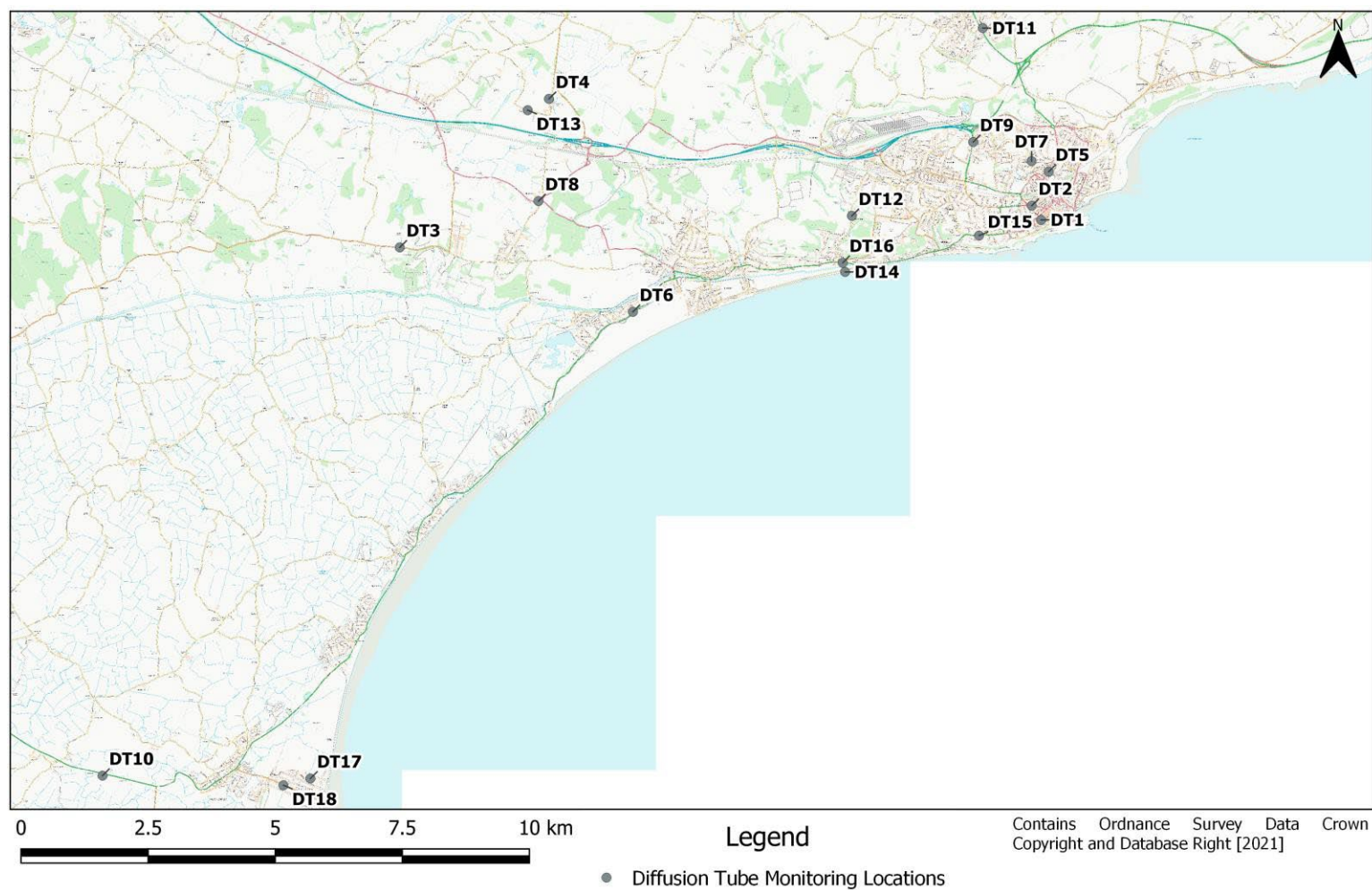


Figure D.2 – Map of Non-Automatic Monitoring Sites near Lympe

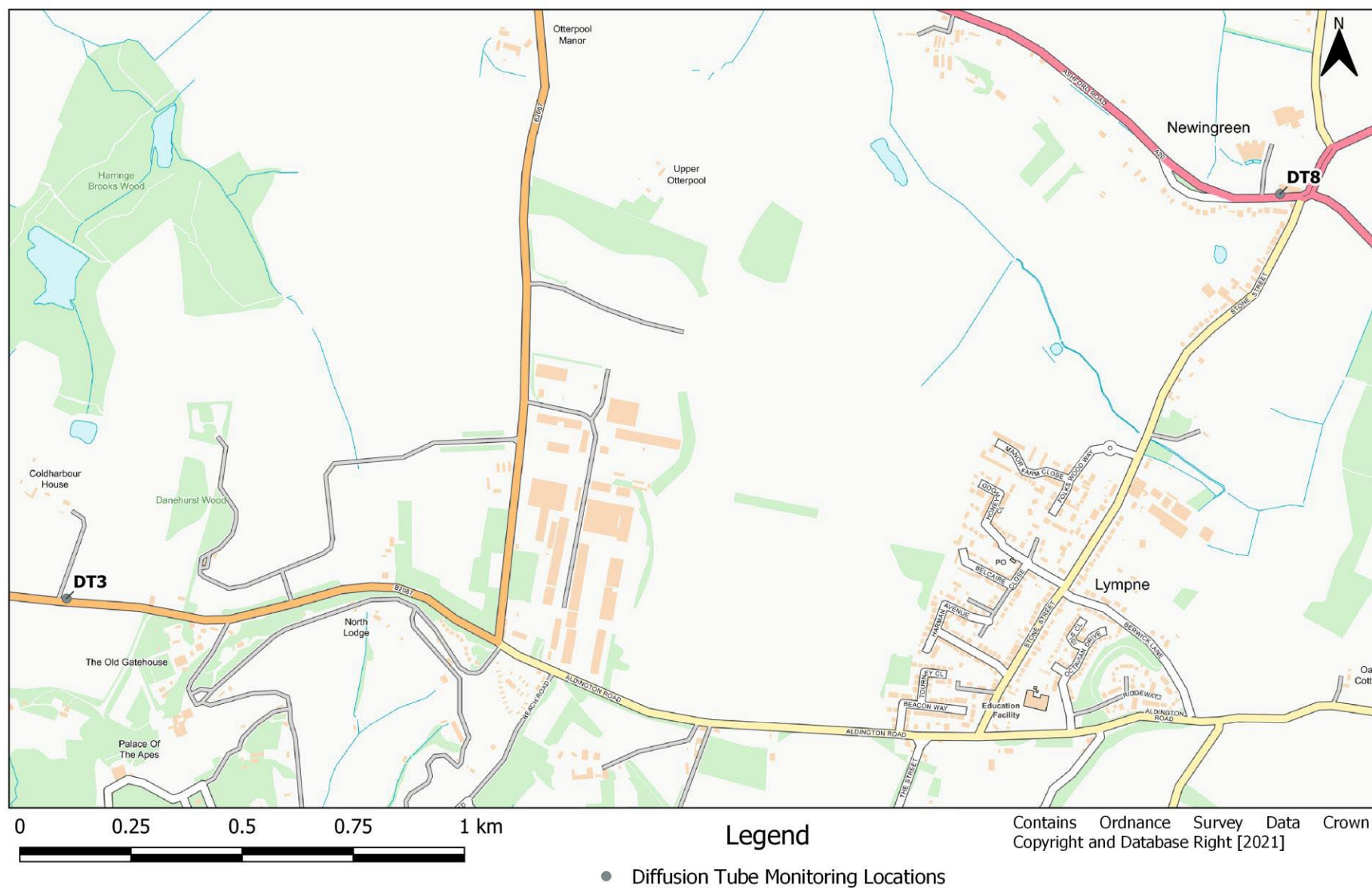


Figure D.3 – Map of Non-Automatic Monitoring Sites in Folkestone

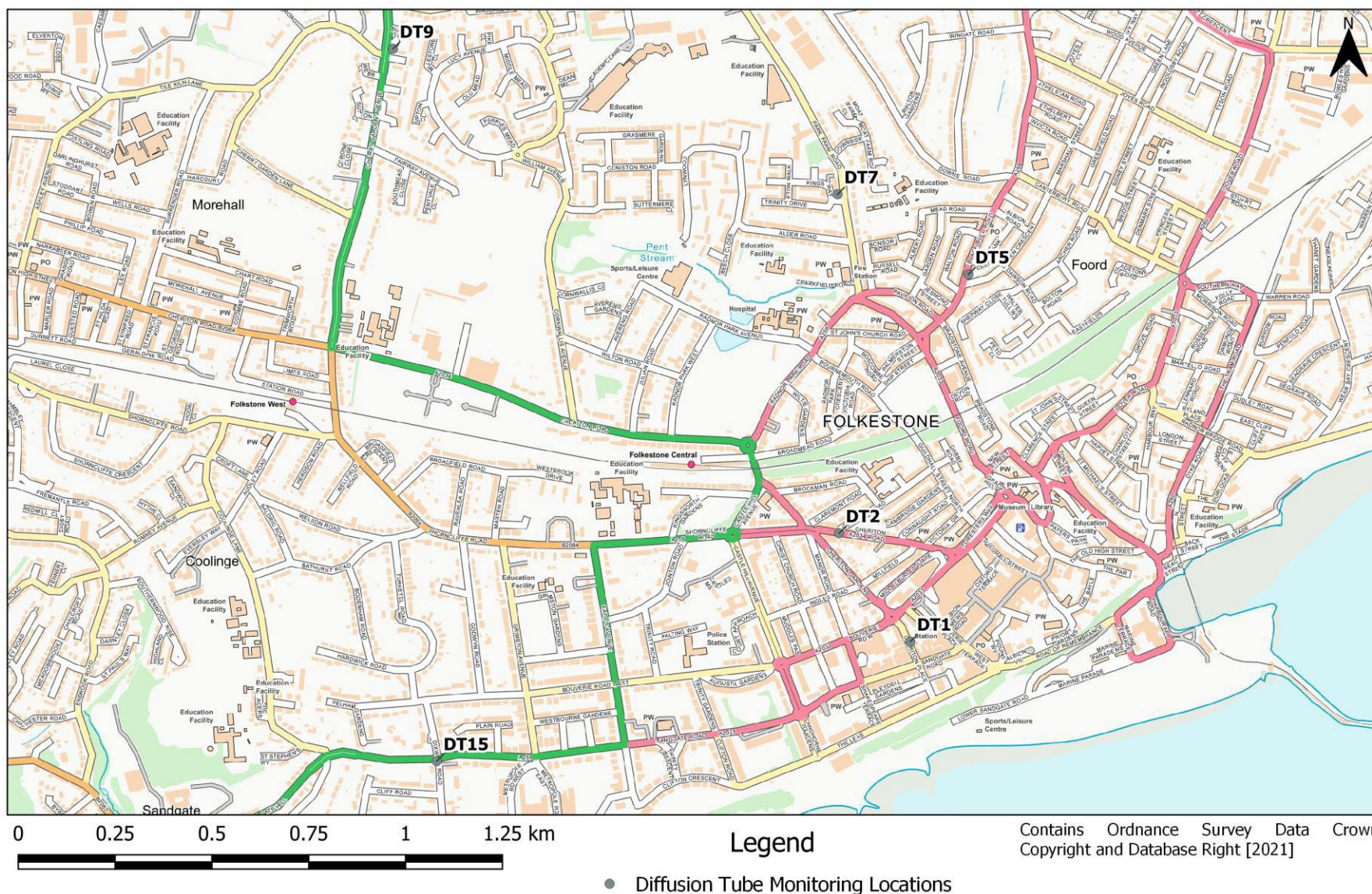


Figure D.4 – Map of Non-Automatic Monitoring Sites in Hawkinge

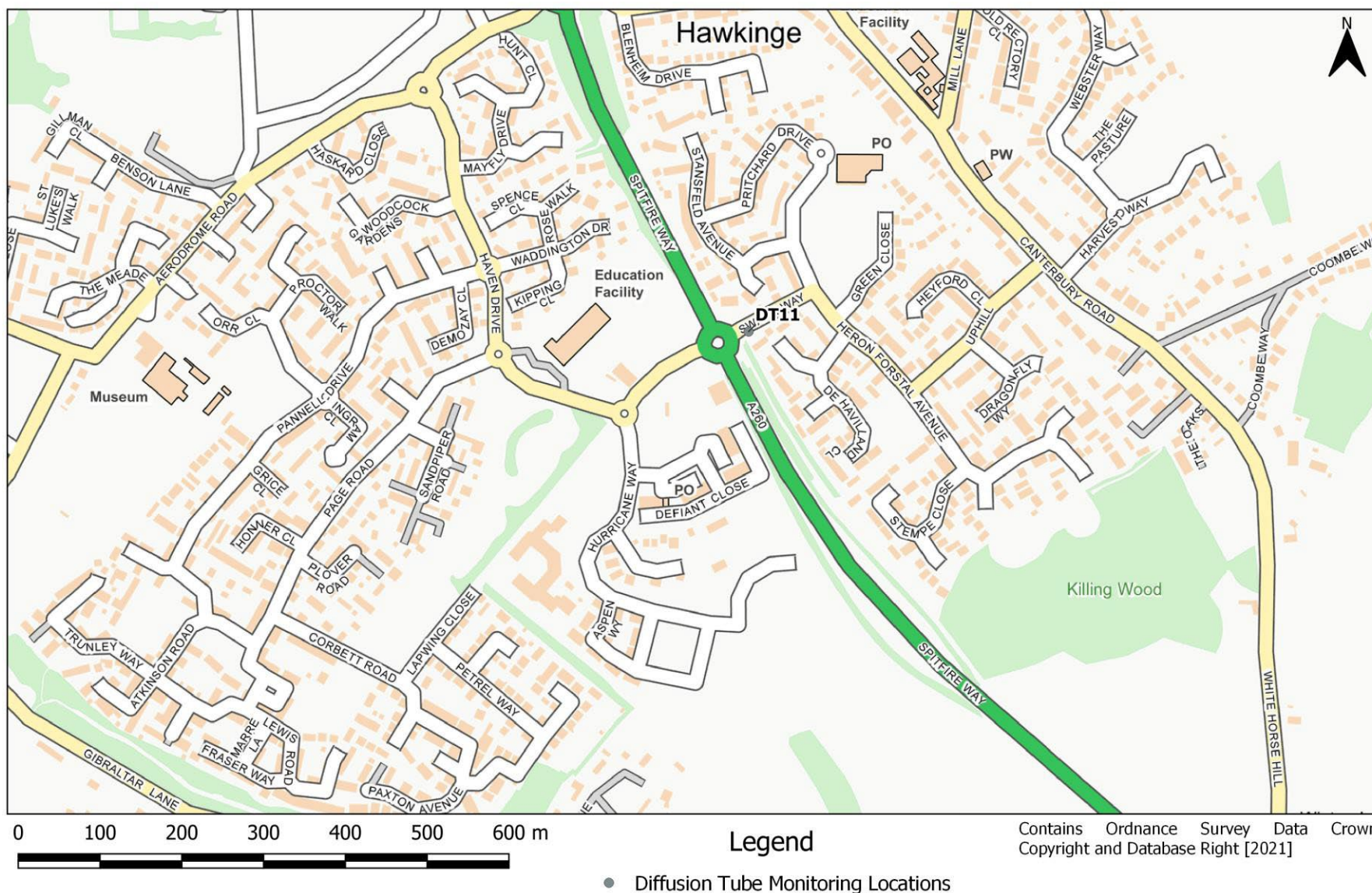


Figure D.5 – Map of Non-Automatic Monitoring Sites in Pennypot

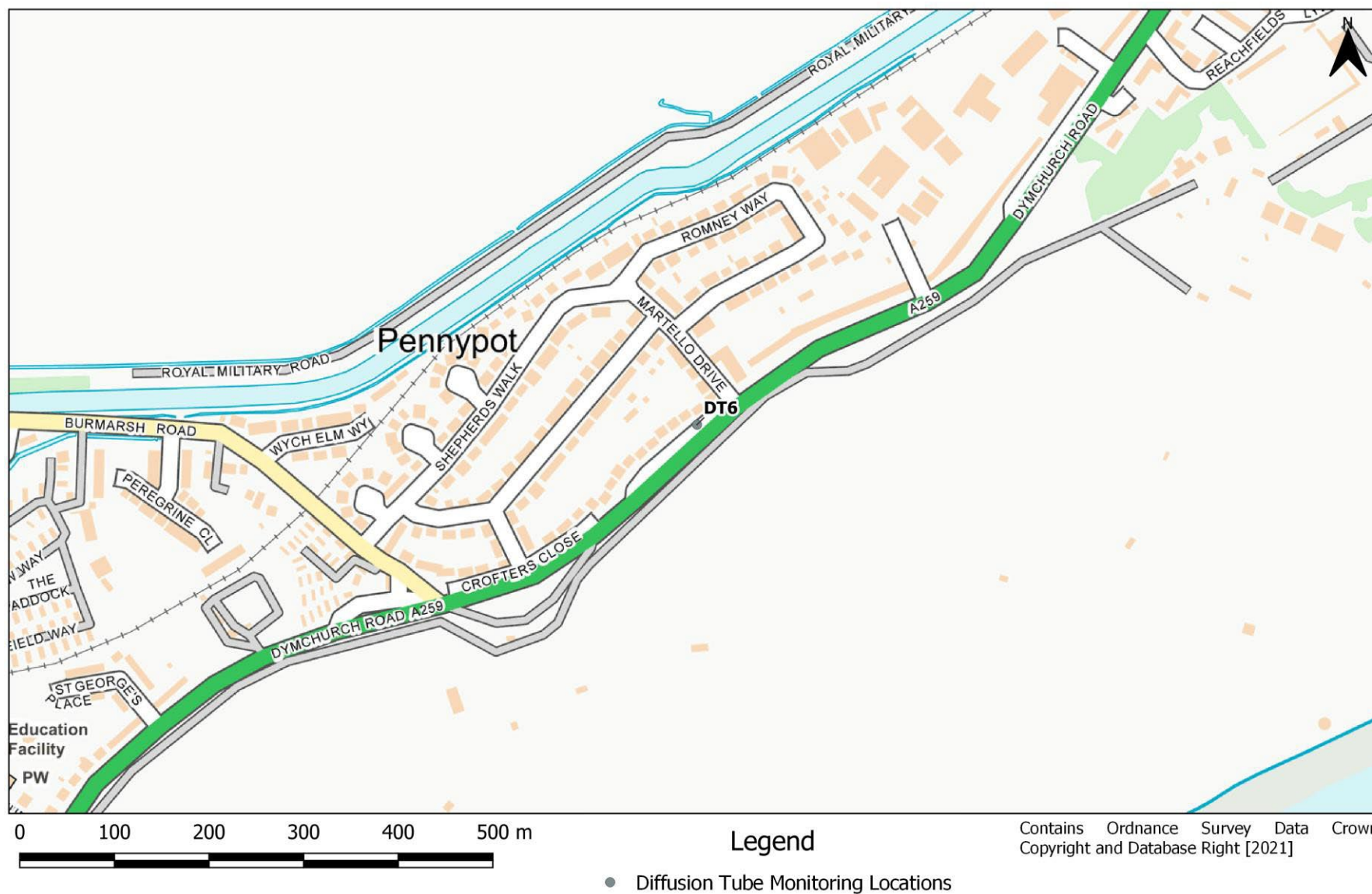


Figure D.6 – Map of Non-Automatic Monitoring Sites in Romney

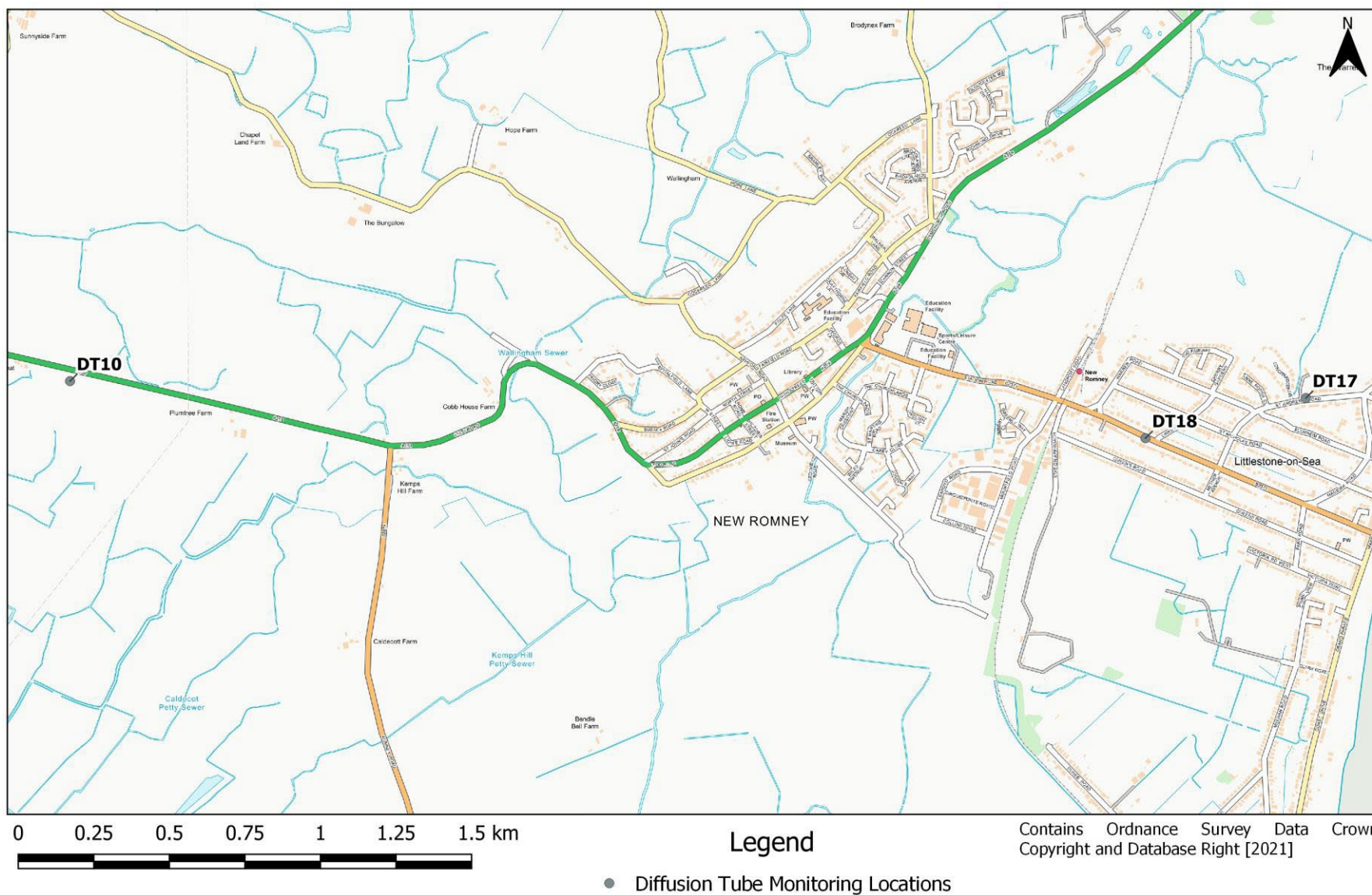


Figure D.7 – Map of Non-Automatic Monitoring Sites in Seabrook

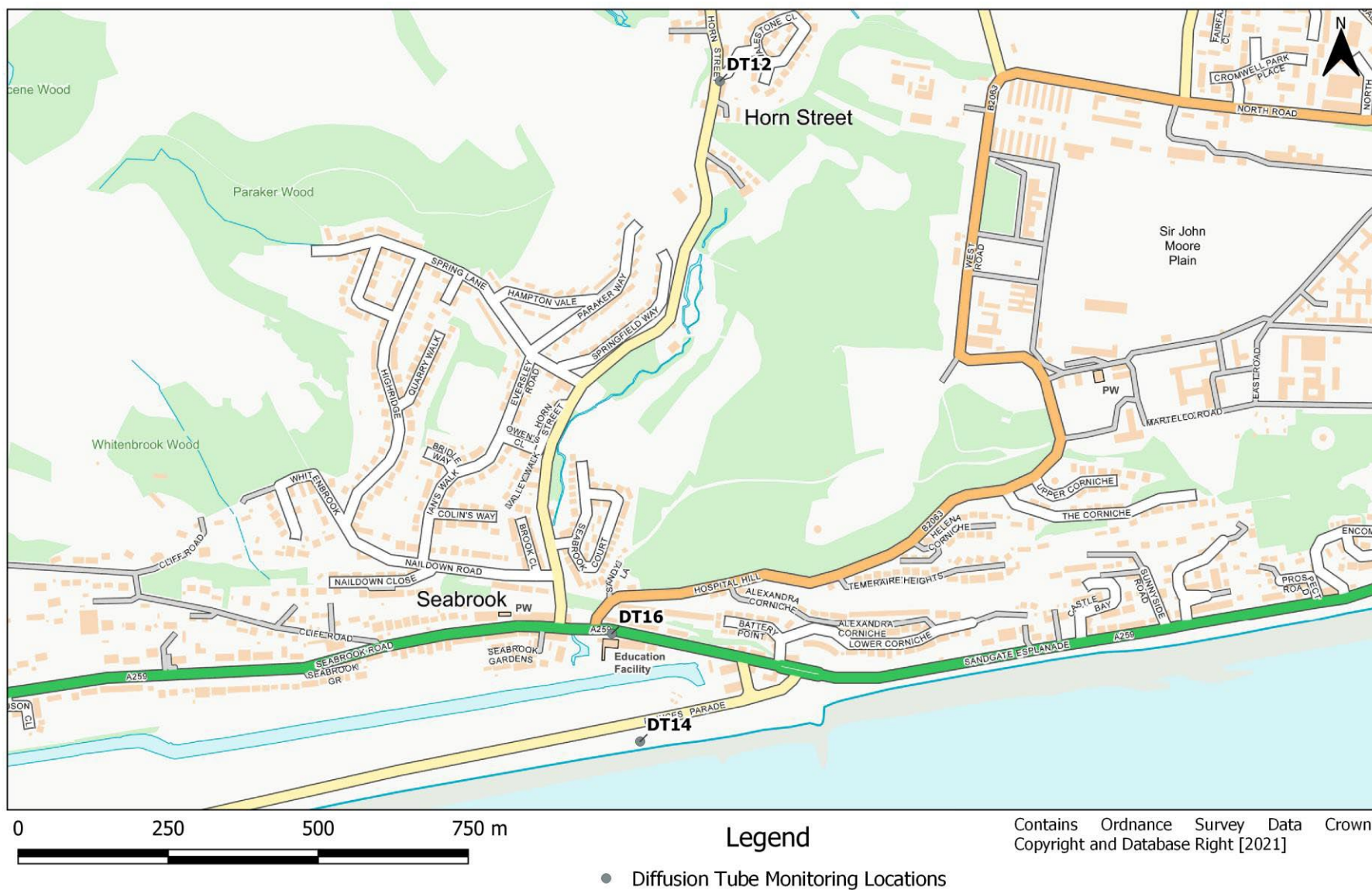
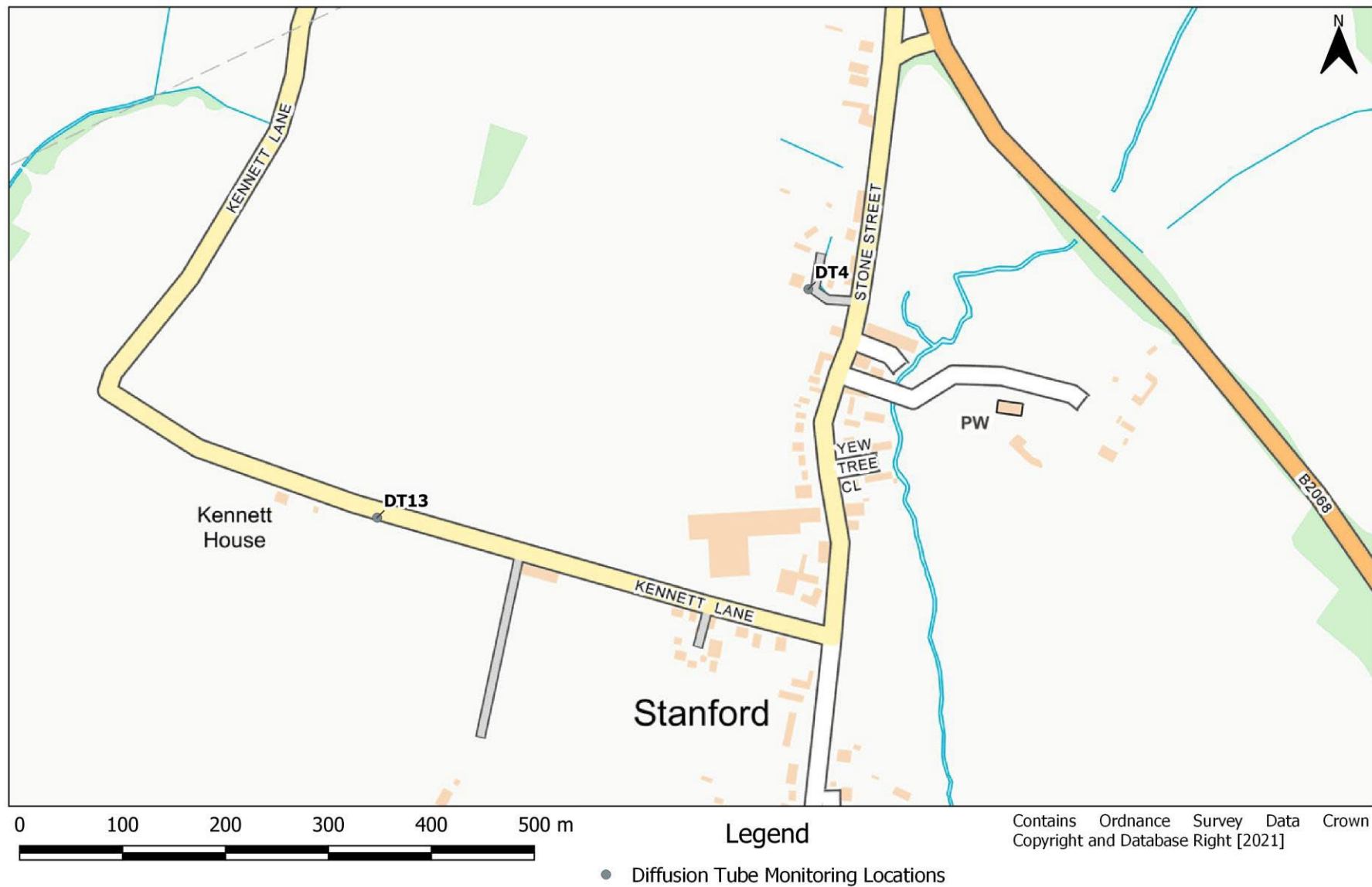


Figure D.8 – Map of Non-Automatic Monitoring Sites in Stanford



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁷

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

⁷ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Appendix F: Impact of COVID-19 upon LAQM

COVID-19 has had a significant impact on society. Inevitably, COVID-19 has also had an impact on the environment, with implications to air quality at local, regional and national scales.

COVID-19 has presented various challenges for Local Authorities with respect to undertaking their statutory LAQM duties in the 2021 reporting year. Recognising this, Defra provided various advice updates throughout 2020 to English authorities, particularly concerning the potential disruption to air quality monitoring programmes, implementation of Air Quality Action Plans (AQAPs) and LAQM statutory reporting requirements. Defra has also issued supplementary guidance for LAQM reporting in 2021 to assist local authorities in preparing their 2021 ASR. Where applicable, this advice has been followed.

Despite the challenges that the pandemic has given rise to, the events of 2020 have also provided Local Authorities with an opportunity to quantify the air quality impacts associated with wide-scale and extreme intervention, most notably in relation to emissions of air pollutants arising from road traffic. The vast majority (>95%) of AQMAs declared within the UK are related to road traffic emissions, where attainment of the annual mean objective for nitrogen dioxide (NO₂) is considered unlikely. On 23rd March 2020, the UK Government released official guidance advising all members of public to stay at home, with work-related travel only permitted when absolutely necessary. During this initial national lockdown (and to a lesser extent other national and regional lockdowns that followed), marked reductions in vehicle traffic were observed; Department for Transport (DfT) data⁸ suggests reductions in vehicle traffic of up to 70% were experienced across the UK by mid-April, relative to pre COVID-19 levels.

This reduction in travel in turn gave rise to a change of air pollutant emissions associated with road traffic, i.e. nitrous oxides (NO_x), and exhaust and non-exhaust particulates (PM). The Air Quality Expert Group (AQEG)⁹ has estimated that during the initial lockdown period in 2020, within urbanised areas of the UK reductions in NO₂ annual mean concentrations were between 20 and 30% relative to pre-pandemic levels, which

⁸ Prime Minister's Office, COVID-19 briefing on the 31st of May 2020

⁹ Air Quality Expert Group, Estimation of changes in air pollution emissions, concentrations and exposure during the COVID-19 outbreak in the UK, June 2020

represents an absolute reduction of between 10 to 20µg/m³ if expressed relative to annual mean averages. During this period, changes in PM_{2.5} concentrations were less marked than those of NO₂. PM_{2.5} concentrations are affected by both local sources and the transport of pollution from wider regions, often from well beyond the UK. Through analysis of AURN monitoring data for 2018-2020, AQEG have detailed that PM_{2.5} concentrations during the initial lockdown period are of the order 2 to 5µg/m³ lower relative to those that would be expected under business-as-usual conditions.

As restrictions are gradually lifted, the challenge is to understand how these air quality improvements can benefit the long-term health of the population.

Impacts of COVID-19 on Air Quality within Folkestone and Hythe District Council

The only identifiable impact as a consequence of COVID-19 upon air quality within Folkestone and Hythe District Council is the reduction in annual mean NO₂ concentrations observed in 2020 compared to 2019. An average decrease of 4.8µg/m³ was reported across 16 monitoring locations (all sites where more than 1 years' worth of data is available), whereas from 2018 to 2019 an average decrease of 1.8µg/m³ was reported at seven monitoring locations (14 monitoring locations in total where there was more than one years' worth of data available).

Opportunities Presented by COVID-19 upon LAQM within Folkestone and Hythe District Council

No LAQM related opportunities have arisen as a consequence of COVID-19 within Folkestone and Hythe District Council.

Challenges and Constraints Imposed by COVID-19 upon LAQM within Folkestone and Hythe District Council

No significant challenges or constraints relating to LAQM have arisen during 2020 as a consequence of COVID-19 within Folkestone and Hythe District Council.

Table F.1 – Impact Matrix

Category	Impact Rating: None	Impact Rating: Small	Impact Rating: Medium	Impact Rating: Large
Automatic Monitoring – Data Capture (%)	More than 75% data capture	50 to 75% data capture	25 to 50% data capture	Less than 25% data capture
Automatic Monitoring – QA/QC Regime	Adherence to requirements as defined in LAQM.TG16	Routine calibrations taken place frequently but not to normal regime. Audits undertaken alongside service and maintenance programmes	Routine calibrations taken place infrequently and service and maintenance regimes adhered to. No audit achieved	Routine calibrations not undertaken within extended period (e.g. 3 to 4 months). Interruption to service and maintenance regime and no audit achieved
Passive Monitoring – Data Capture (%)	More than 75% data capture	50 to 75% data capture	25 to 50% data capture	Less than 25% data capture
Passive Monitoring – Bias Adjustment Factor	Bias adjustment undertaken as normal	<25% impact on normal number of available bias adjustment colocation studies (2020 vs 2019)	25-50% impact on normal number of available bias adjustment studies (2020 vs 2019)	>50% impact on normal number of available bias adjustment studies (2020 vs 2019) and/or applied bias adjustment factor studies not considered representative of local regime
Passive Monitoring – Adherence to Changeover Dates	Defra diffusion tube exposure calendar adhered to	Tubes left out for two exposure periods	Tubes left out for three exposure periods	Tubes left out for more than three exposure periods
Passive Monitoring – Storage of Tubes	Tubes stored in accordance with laboratory guidance and analysed promptly.	Tubes stored for longer than normal but adhering to laboratory guidance	Tubes unable to be stored according to be laboratory guidance but analysed prior to expiry date	Tubes stored for so long that they were unable to be analysed prior to expiry date. Data unable to be used
AQAP – Measure Implementation	Unaffected	Short delay (<6 months) in development of a new AQAP, but is on-going	Long delay (>6 months) in development of a new AQAP, but is on-going	No progression in development of a new AQAP
AQAP – New AQAP Development	Unaffected	Short delay (<6 months) in development of a new AQAP, but is on-going	Long delay (>6 months) in development of a new AQAP, but is on-going	No progression in development of a new AQAP

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 Highways England
EU	European Union
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 or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG16. May 2016. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Folkestone and Hythe District Council 2020 Annual Status Report.
- Folkestone and Hythe District Council 2019 Annual Status Report.
- Folkestone and Hythe District Council 2018 Annual Status Report.
- National Diffusion Tube Bias Adjustment Factor Spreadsheet, version 06/21 published in June 2021.
- Folkestone and Hythe District Council, Core Strategy 2013.
- Kent & Medway Air Quality Partnership, Air Quality Planning Guidance, December 2015 (Mitigation Options A and B).



Folkestone & Hythe District Council Annual Status Report 2020

Bureau Veritas

June 2020

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Folkestone and Hythe District Council

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2020 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

June 2020

Folkestone and Hythe District Council

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Report Reference number	Folkestone and Hythe 2019 ASR
Date	June 2020

Executive Summary: Air Quality in Our Area

Air Quality in Folkestone and Hythe District Council

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³.

The District of Folkestone and Hythe is situated in Kent on the south east coast of England, approximately 75 miles from London. It occupies a key strategic position on the M20 as a gateway to continental Europe with the Channel Tunnel and London Ashford Airport all within its boundary. The District contains an area of 140 square miles and boasts a rich variety of attractive landscape. More than 33% of the District falls within the Kent Downs Area of Outstanding Natural Beauty (AONB) and there are over 15 Sites of Special Scientific Interest (SSSI).

In comparison to the rural areas of the District, the largest urban area is the town of Folkestone, where approximately half of the District's 100,000 population live. Other population centres within the District are Hythe, New Romney and Hawkinge.

The main source of pollution within the District is from road traffic emissions originating from major roads including the M20, A20, A259, A260 and A2034 that pass through the District, the majority of the vehicles do not start nor end their journeys within Folkestone and Hythe. Other pollution sources including commercial, industrial and domestic sources also contribute to pollutant concentrations within the District.

There have never been any exceedances of the AQS annual mean objective for NO₂ recorded by the current monitoring network across Folkestone and Hythe. As a result, no Air Quality Management Areas (AQMAs) have ever been declared within Folkestone and Hythe.

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

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Similar to previous years, during 2019 there were no exceedances of the NO₂ annual mean objective. This meant Folkestone and Hythe District Council, within the current monitoring network, retained its achievement of not recording any exceedances within the past five years. The highest NO₂ annual mean concentration in 2019 was recorded at DT9 (Cherry Garden Avenue), with a reported concentration of 30.0µg/m³.

Historically, Site 5 had previously reported the highest NO₂ levels, most likely due to it being situated along the A259; however, the concentrations at this site have declined year on year since 2016. In comparison, the NO₂ annual mean concentration reported at DT9 has been increasing since 2015. DT9 is situated on a road leading from the M20, which likely explains the higher concentrations reported. Nonetheless, the NO₂ annual mean concentration is still well below the annual mean AQS objective of 40µg/m³.

When comparing results from 2019 to 2018, NO₂ annual mean concentrations have decreased at half of the locations monitored, and increased in concentration at the remaining half. Despite these slight increases, all concentrations remain significantly below the annual mean AQS objective for NO₂. It should be noted that the January 2019 diffusion tube results at all sites reported unusually high concentrations, which had not been seen in previous years. This could likely have contributed to the increases reported in 2019. Reviewing the 2020 diffusion tube data set for January will help ascertain whether these January results are consistent and accurate.

There are no sites where the NO₂ annual mean is greater than 60µg/m³, therefore in accordance with Defra LAQM.TG(16) there are no sites likely to be at risk of exceeding the 1-hour mean AQS objective.

Actions to Improve Air Quality

There are currently no designated AQMAs within Folkestone and Hythe and therefore the Council has not produced any AQAPs, however the Council has continued to develop and implement specific measures related to the control and mitigation of air pollution sources.

- Folkestone and Hythe District Council has welcomed the Click2cycle innovative bike sharing service in Folkestone, Sandgate and Hythe. The service was launched in June 2018 and continues to be endorsed. The scheme aims to replicate notable cycle sharing schemes often found in large metropolitan areas

Folkestone and Hythe District Council

(e.g. Santander Cycles, Mobike, Lime). The Click2cycle scheme compliments the coastal cycling route, which stretches from Folkestone Harbour to Dungeness in an attempt to promote alternative forms of travel which is accessible to help its residents lead active lifestyles. In July 2020 click2cycle have relaunched a bespoke app to allow for easy hiring of bikes.

- The Council has started ensuring appropriate engagement with developers at the planning stage is carried out to help encourage the installation of electric charging points within the scheme or the consideration of suitable infrastructure to allow for future cost efficient installation. Furthermore, engagement with developers has helped to encourage alternative fuel options rather than fitting gas boilers.
- The Council have recently employed a Low Carbon & Sustainability Specialist who has been tasked with helping the Council hit net-zero carbon emissions by 2030. The officer will also engage with local businesses to promote low emission strategies across the district.

Conclusions and Priorities

The monitoring results from 2019 show that NO₂ annual mean concentrations within Folkestone and Hythe remain well below the relevant AQS objectives at all monitoring sites. Nonetheless, Folkestone and Hythe District Council will continue to monitor air quality levels and act accordingly, to ensure any potential exceedances do not occur.

The following actions are considered to be key priorities in ensuring the air quality conditions within Folkestone and Hythe continue to comply with the AQS objectives:

- Constantly review the current monitoring programme, explore the need to relocate existing monitoring stations to locations where monitoring has not previously been undertaken and where exceedances may be likely in areas of relevant public exposure;
- Actively engage with large residential developers to consider installing electric vehicle charging points or alternatively, provide passive provisions for future installations;

Folkestone and Hythe District Council

- To work in conjunction with the County Council to investigate the scope for the introduction of traffic management initiatives where appropriate, including lorry management and traffic speed control;
- Provide an integrated transport network to facilitate the efficient movement of pedestrian and vehicular traffic, goods and services within the District;
- Continue to improve accessibility to key services and facilities and to direct development to sustainable locations in order to achieve sustainable development; and
- Continue to limit the quantity of traffic on the District's roads by actively encouraging effective public transport, cycling and walking and by the careful integration of residential areas, shopping and recreational facilities and the workplace.

Local Engagement and How to get Involved

Due to the main source of air pollution within Folkestone and Hythe being from transport sources, the public can get involved in helping reduce the release of air pollution and thus improving air quality within the District by looking at alternative means of travel. The following are possible alternatives to private travel that would contribute to improving air quality within the District:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the number of vehicles and reducing congestion;
- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and also there is the added benefit of keeping fit and healthy;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the number of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools; and
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel efficient cars

Folkestone and Hythe District Council

are available and all have different levels benefits by reducing the amount of emissions being released.

Further information about air quality including monitoring data, details on the main pollutants associated with air quality and an emissions calculator for travel options is included on the KentAir website⁴.

⁴ KentAir, available online at <http://www.kentair.org.uk/>

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1 Local Air Quality Management

This report provides an overview of air quality in Folkestone and Hythe District during 2020. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) 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 Status Report (ASR) is an annual requirement showing the strategies employed by Folkestone and Hythe District to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England can be found in Table E.1 in Appendix E.

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 an Air Quality Action Plan (AQAP) within 12-18 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

Folkestone and Hythe District Council currently does not have any AQMAs. For reference, maps of Folkestone and Hythe District Council's monitoring locations are presented in Appendix D.

2.2 Progress and Impact of Measures to address Air Quality in Folkestone and Hythe District Council

Defra's appraisal of last year's ASR concluded that the report was a very good example of an ASR in a council with no AQMAs. Based on the evidence provided, the conclusions reached within last year's ASR are acceptable for all sources. The report was well structured, detailed, and provides the information specified in the Guidance. As a consequence, there were no further recommendations that needed to be carried through into the 2020 ASR.

Folkestone and Hythe District Council is committed to ensuring all residents have access to safe levels of air quality, therefore the monitoring locations have been, and will continue to be reviewed. Folkestone and Hythe District Council will be proactive with exploring the need to relocate existing monitoring stations to locations where monitoring has not previously been undertaken and where exceedances may be likely in areas with relevant public exposure. This will ensure the Folkestone and Hythe District Council monitoring programme remains effective in identifying areas of potential concern and will enable the Council to facilitate accurate mitigation measures where required, ensuring compliant levels of air quality to its residents.

In 2019 two additional sites were added to the monitoring network:

- DT15 – A roadside location at the junction of Dixwell Road and Sandgate Hill, and;
- DT16 – A roadside location outside a school along Seabrook Road.

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

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Currently there is no monitoring of PM₁₀ or PM_{2.5} completed within Folkestone and Hythe, therefore no concentration values can be reported or estimated using the method described in Box 7.7 of LAQM.TG(16). The Defra 2019 background maps for Folkestone and Hythe (2017 based)⁵ show that all background concentrations are far below the annual mean target value of 25µg/m³ for PM_{2.5}. The highest concentration is predicted to be 10.8µg/m³ within the 1 x 1km grid square with the centroid grid reference of 621500, 137500. This grid square is located north of Folkestone within close proximity to the Park Farm Industrial Estate as well as the M25 motorway.

There are currently no designated smoke control areas within Folkestone and Hythe and information on the potential nuisance from bonfire smoke is provided to the public within the bonfire section of the councils website⁶. The Public Health Outcomes Framework data tool⁷, compiled by Public Health England, quantifies the mortality burden of PM_{2.5} within England on a county and local authority scale. The 2018 fraction of mortality attributable to PM_{2.5} pollution in Folkestone and Hythe is 5.2%, which is below the South East's average of 5.6 % and the same as the national average of 5.2%.

LAQM.TG(16) Table A.1 Action toolbox presents a list of measures that can be implemented to help reduce concentrations of PM_{2.5}. Where required, Folkestone and Hythe District Council will review any proposed actions to be implemented with the Public Health team to consider the potential impact of the actions and whether any further action is required.

⁵ Defra Background Mapping data for local authorities (2017-based), available online at <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2017>

⁶ Folkestone and Hythe District Council, Air Quality, available online at <https://www.folkestone-hythe.gov.uk/environmental-protection/bonfires>

⁷ Public Health Outcomes Framework, Public Health England. data tool available online at <http://www.phoutcomes.info/public-health-outcomes-framework#page/0/gid/1000043/pat/6/par/E12000009/ati/102/are/E06000028>

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Folkestone and Hythe District Council did not carry out any automatic monitoring of pollutants in 2019.

3.1.2 Non-Automatic Monitoring Sites

Folkestone and Hythe District Council undertook non-automatic (passive) monitoring of NO₂ at 16 sites during 2019, an increase of two sites when compared to 2018; the additional sites are located on Dixwell Road and Seabrook Road. Table A.1 in Appendix A presents the details of the sites.

Maps showing the location of the monitoring sites are provided in Appendix D: Maps of Monitoring Locations and AQMAs. 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.

In addition to the NO₂ diffusion tube monitoring that has been completed, monitoring of BTEX compounds benzene, toluene, ethylbenzene and xylenes has been completed using ADT (analytical thermal deposition) tubes at four locations within the District.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias⁸, “annualisation” (where the data capture falls below 75%), and distance correction⁹. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO₂)

Table A.2 in Appendix A compares 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 in Table A.2 represents the concentration

⁸ <https://laqm.defra.gov.uk/bias-adjustment-factors/bias-adjustment.html>

⁹ Fall-off with distance correction criteria is provided in paragraph 7.77, LAQM.TG(16)

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 2019 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.

The results for 2019 have been bias adjusted using a national bias adjustment factor of 0.75. Full details of the bias adjustment and QA/QC procedure are provided in Appendix C.

There were no exceedances of the NO₂ annual mean objective reported in 2019. The highest NO₂ annual mean concentration in 2019 was recorded at DT9 (Cherry Garden Avenue) with a concentration of 30.0µg/m³, which is still well below the annual mean AQS objective of 40µg/m³.

Table A.2 shows the annual mean NO₂ concentrations for the past five years. When comparing results from 2019 to 2018, NO₂ annual mean concentrations have decreased at half of the locations monitored and increased in concentration at the remaining half. Despite these slight increases, all concentrations remain well below the annual mean AQS objective for NO₂. It should be noted that the January 2019 diffusion tube results at all sites reported unusually high concentrations, which had not been seen in previous years. This could likely have contributed to the increases reported in 2019. Reviewing the 2020 diffusion tube data set for January will help ascertain whether these January results are consistent and accurate.

There are no sites where the NO₂ annual mean is greater than 60µg/m³, therefore in accordance with Defra LAQM.TG(16) there are no sites likely to be at risk of exceeding the 1-hour mean AQS objective.

3.2.2 Other Pollutants

Table B.2 in Appendix B presents the period concentrations for the BTEX compounds monitored at the four locations. Only benzene has an air quality objective within the Air Quality Strategy; an annual average of 5µg/m³ and a running annual mean of 16.25µg/m³. Concentrations monitored at the four sites are below these objectives.

Note: The provided values for the Wear Bay Road location during September-October period are abnormally high when compared to all other monitored data, and thus seem

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to be anomalous. As such, they have been excluded for the purpose of calculating the annual mean value.

Appendix A: Monitoring Results

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

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube collocated with a Continuous Analyser?	Height (m)
DT1	10 Cheriton Place	Roadside	622584	135820	NO ₂	NO	1	1.2	NO	3
DT2	72 Cheriton Road,	Roadside	622400	136100	NO ₂	NO	5	1,8	NO	2.6
DT3	Coldharbour House	Rural	609964	135279	NO ₂	NO	N/A	N/A	NO	2
DT4	Stanford North	Urban Background	612900	138200	NO ₂	NO	N/A	N/A	NO	2
DT5	Blackbull Road	Roadside	622734	136769	NO ₂	NO	1	5	NO	3
DT6	Martello Cottages	Roadside	614552	134012	NO ₂	NO	7	10	NO	2.5
DT7	Wear Bay Road	Roadside	622396	136976	NO ₂	NO	11.5	3	NO	3.5
DT8	Royal Oak Motel	Roadside	612694	136190	NO ₂	NO	6	3.5	NO	2.6
DT9	Cherry Garden Avenue	Roadside	621248	137352	NO ₂	NO	7.5	8	NO	2.5
DT10	Martinfield Cottage	Roadside	604116	124888	NO ₂	NO	1.2	1	NO	2.5
DT11	Swann Way Hawkinge	Roadside	621436	139593	NO ₂	NO	1.15	1	NO	3
DT12	41a Horn Street,	Kerbside	618860	135899	NO ₂	NO	1	1	NO	2
DT13	Kennett Lane Stanford	Rural	612481	137978	NO ₂	NO	91	0	NO	2
DT14	Princes Parade	Roadside	618727	134797	NO ₂	NO	39	1	NO	2

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DT15	Dixwell Road	Roadside	621361	135511	NO ₂	NO	15	<1	NO	2
DT16	Seabrook Road	Roadside	618680	134977	NO ₂	NO	8	<1	NO	2

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean NO₂ Monitoring Results

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2019 (%) ⁽²⁾	NO ₂ Annual Mean Concentration (µg/m ³) ^{(3) (4)}				
							2015	2016	2017	2018	2019
DT1	622584	135820	Roadside	Diffusion Tube	83	83	20.0	21.5	23.5	25.4	21.0
DT2	622400	136100	Roadside	Diffusion Tube	83	83	23.3	28.6	27.9	19.6	25.7
DT3	609964	135279	Rural	Diffusion Tube	83	83	13.7	14.9	16.5	12.0	11.8
DT4	612900	138200	Urban Background	Diffusion Tube	83	83	17.4	19.6	19.9	18.1	17.8
DT5	622734	136769	Roadside	Diffusion Tube	83	83	28.6	30.4	30.2	29.7	27.9
DT6	614552	134012	Roadside	Diffusion Tube	83	83	24.3	25.1	23.2	23.2	25.3
DT7	622396	136976	Roadside	Diffusion Tube	83	83	18.8	20.7	22.5	17.2	17.7
DT8	612694	136190	Roadside	Diffusion Tube	83	83	20.2	22.7	21.4	21.3	22.4
DT9	621248	137352	Roadside	Diffusion Tube	83	83	25.8	28.7	29.5	28.8	30.0
DT10	604116	124888	Roadside	Diffusion Tube	75	75	15.3	18.8	16.2	16.5	16.6
DT11	621436	139593	Roadside	Diffusion Tube	83	83	17.7	17.4	22.5	19.8	19.3
DT12	618860	135899	Kerbside	Diffusion Tube	83	83	19.5	20.0	19.2	18.8	16.2
DT13	612481	137978	Rural	Diffusion Tube	83	83	-	14.0	18.5	16.7	13.6
DT14	618727	134797	Roadside	Diffusion Tube	75	75	-	-	-	15.8	16.3

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DT15	621361	135511	Roadside	Diffusion Tube	75	75	-	-	-	-	24.3
DT16	618680	134977	Roadside	Diffusion Tube	83	83	-	-	-	-	18.1

☒ Diffusion tube data has been bias corrected

☒ Annualisation has been conducted where data capture is <75%

☒ 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 adjustment

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**.

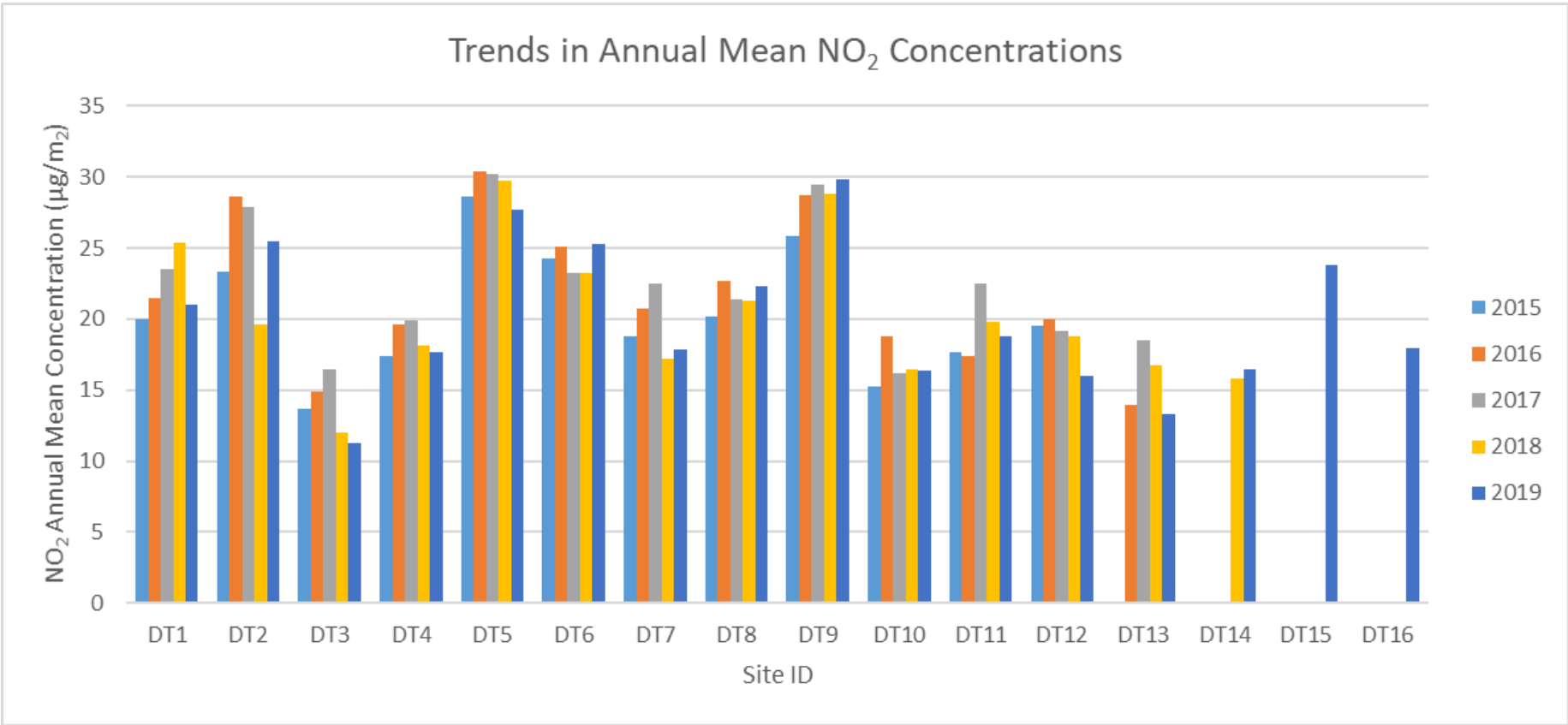
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(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%).

(3) Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per Boxes 7.9 and 7.10 in LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

Figure A.1 – Trends in Annual Mean NO₂ Concentrations



Appendix B: Full Monthly Diffusion Tube Results for 2019

Table B.1 - NO₂ Monthly Diffusion Tube Results - 2019

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO ₂ Mean Concentrations (µg/m ³)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.75) and Annualised ⁽¹⁾	Distance Corrected to Nearest Exposure ⁽²⁾
DT1	622584	135820	58.2	-	1.1 ⁽³⁾	32	24.1	25.9	22.6	23.1	21.6	21.3	27.9	23.5	28.0	21.0	
DT2	622400	136100	92.4	-	28.5	31.8	26.5	26.5	24.7	28.5	26.5	28.7	37.8	25.6	34.0	25.7	
DT3	609964	135279	18.2	-	17.4	18.5	12.5	12.4	13.3	13.8	14.8	13.6	22.5	15.4	15.0	11.8	
DT4	612900	138200	58.3	-	18.4	24.8	17	19.9	18.6	16.4	23.7	18.4	25.3	20.7	23.6	17.8	
DT5	622734	136769	53.9	-	35.2	41.3	36.4	36.5	34.3	32.8	32.2	31.9	40.4	34.8	36.9	27.9	
DT6	614552	134012	78	-	30	30.9	27.1	28.8	23.9	30.8	26.3	28.6	33	33.2	33.8	25.3	
DT7	622396	136976	64.3	-	19.9	25.6	17.1	20.4	20.3	18.4	16.6	17.9	22.5	17.2	23.8	17.7	
DT8	612694	136190	71	-	25.5	24.9	26.3	22.4	24.8	27.9	27.1	23.5	31.3	23.8	29.7	22.4	
DT9	621248	137352	98.4	-	40	28.4	30.6	28.1	32.5	34.5	33	35.6	42.4	36.3	39.7	30.0	
DT10	604116	124888	52	-	13.2	25.2	17.3	17.9	17.5	22.7	17.9	-	25.1	13.1	21.9	16.6	
DT11	621436	139593	51.9	-	25.1	24.8	20.9	21.7	20.8	28.4	16.9	16.2	32.8	24.2	25.1	19.3	
DT12	618860	135899	34.6	-	13.5	27	19.7	19.5	20.5	20.5	19.7	17.8	23.9	20.3	21.3	16.2	
DT13	612481	137978	51.7	-	14.9	13	12.7	12.5	13.7	12.5	16.8	14.9	22.3	14.6	17.7	13.6	
DT14	618727	134797	52.9	-	17.9	22.6	15.5	17.8	17.3	21.4	13.9	18	19.9	-	21.9	16.3	
DT15	621361	135511	-	-	34.5	28.4	24.6	27	28.1	34	31.3	32.3	38.3	45.2	31.7	24.3	
DT16	618680	134977	36.9	-	24.7	20.9	21.5	21.6	20.7	24	20	19.5	27	29	23.9	18.1	

- ☒ National bias adjustment factor used
- ☒ Annualisation has been conducted where data capture is <75%
- ☒ Where applicable, data has been distance corrected for relevant exposure in the final column

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**.

- (1) See Appendix C for details on bias adjustment and annualisation.
- (2) Distance corrected to nearest relevant public exposure.
- (3) Not included in annual average calculation due to outlier.

Table B.2 - ADT Diffusion Tube BTEX Results for 2019

Site and Pollutant Concentration ($\mu\text{g}/\text{m}^3$)	Monitoring Period												
	14/01/19 to 06/02/19	06/02/19 to 05/04/19	06/03/19 to 05/04/19	05/04/19 to 03/05/19	03/05/19 to 06/06/19	06/06/19 to 01/07/19	1/07/19 to 07/08/19	07/08/19 to 05/10/19	05/10/19 to 04/10/19	04/10/19 to 07/11/19	07/11/19 to 10/12/19	10/12/19 to 10/01/20	Annual Average
Cheriton Road													
Benzene	2	NR	1	0.9	0.7	<0.6	NR ¹	0.7	<0.6	0.8	0.7	1	1.0
Toluene	5	NR	2	4	1	<1	NR ¹	3	1	2	1	2	2.3
Ethyl-Benzene	8	NR	0.4	0.7	0.2	<0.3	NR ¹	0.7	0.4	0.6	0.3	0.3	1.3
m,p-Xylene	3	NR	2	2	0.9	<0.8	NR ¹	1	2	2	0.9	0.9	1.6
o-Xylene	2	NR	0.6	0.8	0.4	<0.4	NR ¹	0.5	0.8	0.8	0.4	0.4	0.7
Cheriton Place													
Benzene	4	NR	NR	1	0.7	0.8	<0.4	0.6	<0.6	0.7	0.9	0.8	1.2
Toluene	8	NR	NR	4	1	2	1	2	2	2	2	1	2.5
Ethyl-Benzene	1	NR	NR	0.6	0.3	<0.3	<0.2	0.4	0.3	<0.2	0.3	<0.2	0.5
m,p-Xylene	4	NR	NR	2	1	1	0.7	1	1	0.8	1	<0.7	1.4
o-Xylene	1	NR	NR	0.9	0.4	0.4	0.3	0.5	0.5	0.4	0.6	<0.3	0.6
Wear Bay Road													
Benzene	2	NR	0.9	0.9	0.5	0.7	<0.4	0.6	0.7	0.7	0.9	0.8	0.9
Toluene	4	NR	6	1	<0.7	1	0.8	0.9	160 ²	2	2	1	2.1
Ethyl-Benzene	0.7	NR	10	<0.3	<0.2	<0.3	<0.2	0.3	4.6	0.2	0.6	0.3	2.4
m,p-Xylene	2	NR	10	0.9	<0.6	<0.8	<0.6	<0.7	8	0.9	2	0.9	3.5
o-Xylene	1	NR	3	0.4	<0.3	<0.4	<0.3	<0.4	3.9	0.4	0.6	0.4	1.4

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Site and Pollutant Concentration ($\mu\text{g}/\text{m}^3$)	Monitoring Period												
	14/01/19 to 06/02/19	06/02/19 to 05/04/19	06/03/19 to 05/04/19	05/04/19 to 03/05/19	03/05/19 to 06/06/19	06/06/19 to 01/07/19	1/07/19 to 07/08/19	07/08/19 to 05/10/19	05/10/19 to 04/10/19	04/10/19 to 07/11/19	07/11/19 to 10/12/19	10/12/19 to 10/01/20	Annual Average
Cherry Garden Avenue													
Benzene	3	NR	NR	1	1	0.8	0.9	0.8	2	0.8	1	2	1.3
Toluene	7	NR	NR	2	2	5	4	2	6	2	5	1	3.6
Ethyl-Benzene	1	NR	NR	0.3	0.3	1	0.4	5.5	1	0.4	0.6	<0.2	1.2
m,p-Xylene	5	NR	NR	1	1	2	0.9	7.1	4	2	2	0.8	2.6
O-Xylene	2	NR	NR	0.5	0.4	0.9	0.3	2	2	0.7	0.8	0.4	1.0
NR = No result ⁽¹⁾ = The GCMS analysis showed that the tube was damaged during the exposure period, therefore there are no results available. ⁽²⁾ = This sample was abnormally high when compared to all other monitored data, as such, it has been excluded for the purpose of calculating the annual mean value													

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

Diffusion Tube Bias Adjustment Factors

The diffusion tube data has been corrected using a bias adjustment factor, which is an estimate of the difference between diffusion tube concentrations and continuous monitoring, the latter assumed to be a more accurate method of monitoring. The Defra LAQM.TG(16) 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.

With regard to the application of a bias adjustment factor for diffusion tubes, Defra LAQM.TG(16) and the LAQM Helpdesk¹⁰ recommend the use of a local bias adjustment factor where available and relevant to diffusion tube sites.

Folkestone and Hythe District Council does not operate any continuous monitoring within the District and therefore a co-location study is not available to derive a local bias factor, thus the national bias adjustment factor spreadsheet¹¹ has been used.

Diffusion tube data for Folkestone and Hythe District Council are supplied and analysed by Socotec Didcot using the 50% triethanolamine (TEA) in acetone preparation method. The national bias adjustment factor for Socotec (Didcot) 50% TEA in acetone is 0.75 for the year 2019 (based on 24 studies, version 03/20) as derived from the most recent national bias adjustment factor spreadsheet. The bias adjustment factors used by Folkestone and Hythe over the past five years are presented in Table C.1 below and show good consistency year to year.

¹⁰ laqm.defra.gov.uk

¹¹ National Diffusion Tube Bias Adjustment Factor Spreadsheet version 03/20 available at <https://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html>

Table C.1 – Bias Adjustment Factors

Year	Bias Adjustment Factor
2015	0.79
2016	0.77
2017	0.77
2018	0.76
2019	0.75

QA/QC of Diffusion Tube Monitoring

Socotec is a UKAS accredited laboratory and participates in the in the new AIR-PT Scheme (a continuation of the Workplace Analysis Scheme for Proficiency (WASP)) for NO₂ tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance in the latest available AIR-PT results, AIR-PT AR030 (January to February 2019) scored 87.5% and AIR-PT AR031 (April to May), AIR-PT AR033 (July to August 2019) and AIR-PT AR034 (September to November 2019) scored 100%. The percentage score reflects the results deemed to be satisfactory based upon the z-score of $< \pm 2$. Short-term to Long-term Data Adjustment.

Short-term to Long-term Data Adjustment

All diffusion tube sites installed in 2019 recorded data capture as 75% or above. As a result, no annualisation was required for the 2019 data set.

Appendix D: Maps of Monitoring Locations and AQMAs

Figure D.1 – Map of Non-Automatic Monitoring Sites: Folkestone

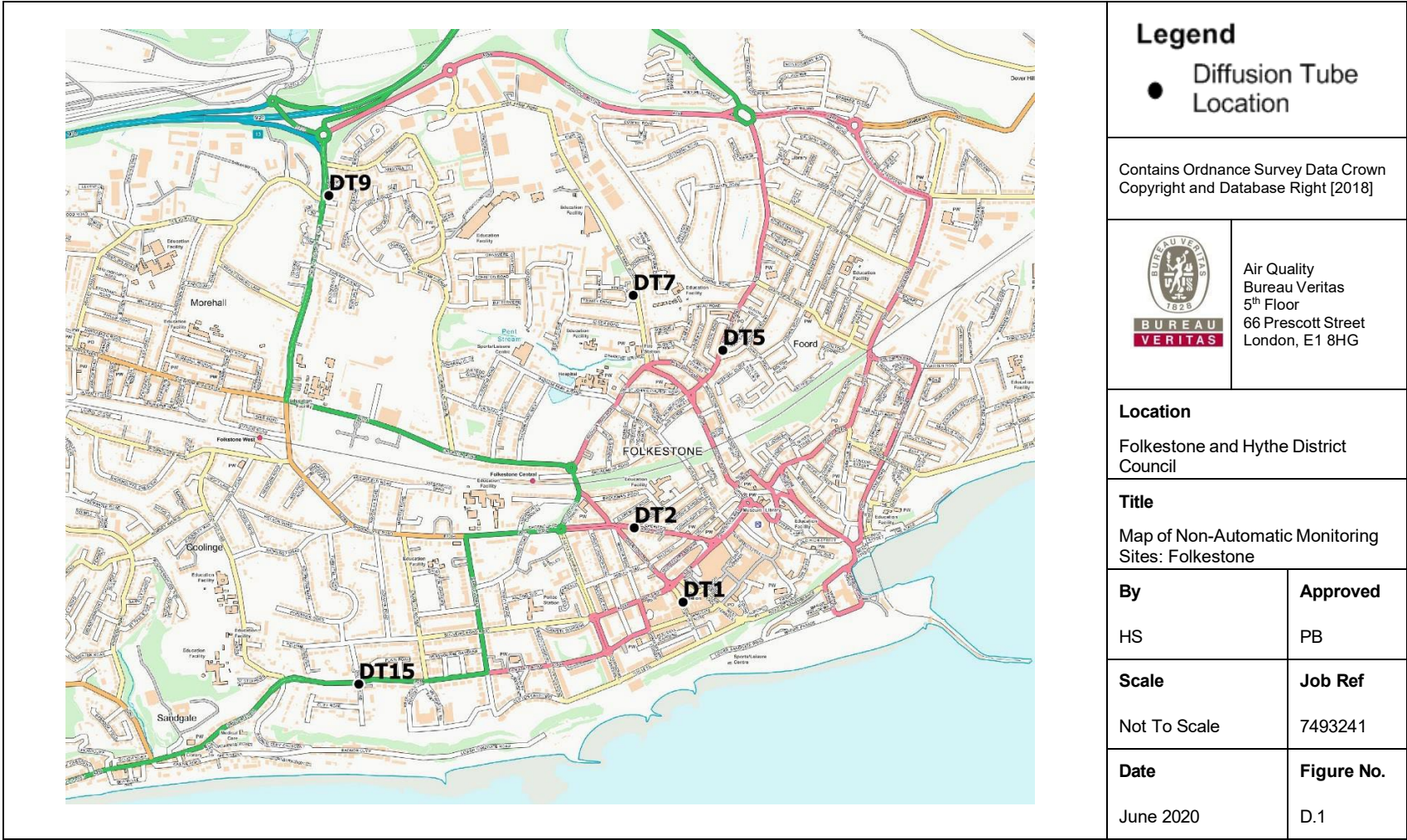


Figure D.2 – Map of Non-Automatic Monitoring Sites: Coldharbour House/Newingreen

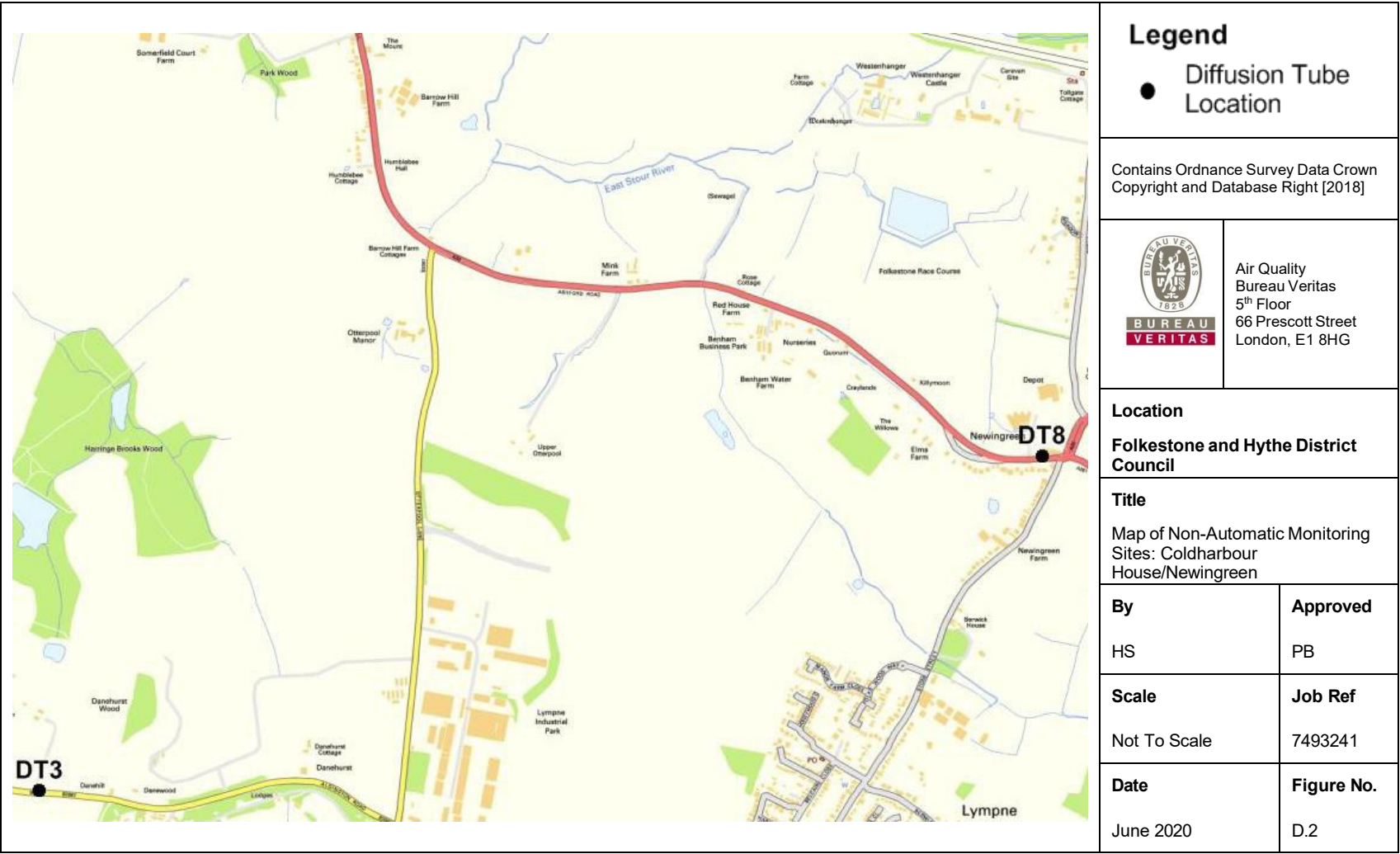


Figure D.3 – Map of Non-Automatic Monitoring Sites: Stanford

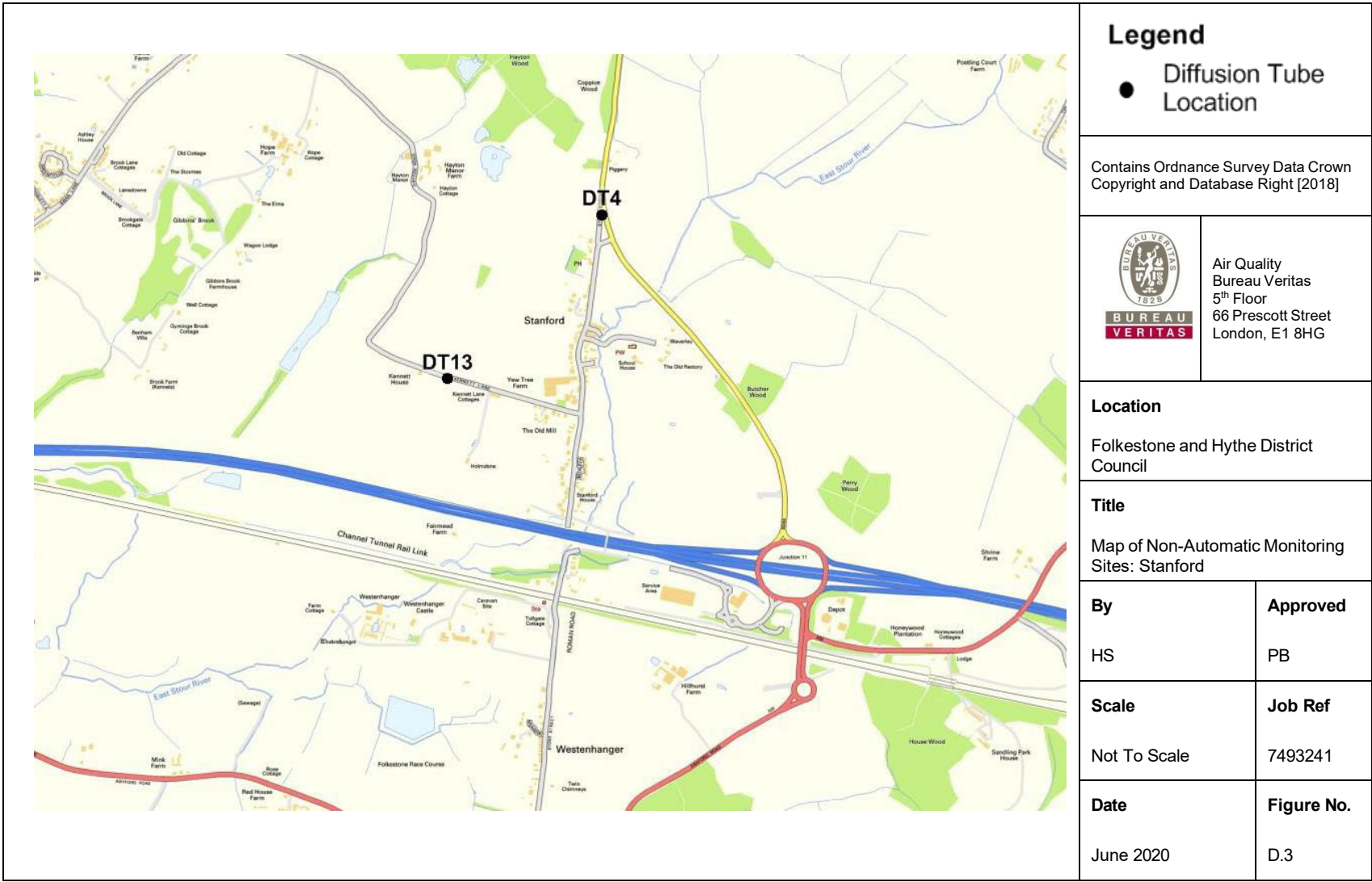


Figure D.4 – Map of Non-Automatic Monitoring Sites: Hythe

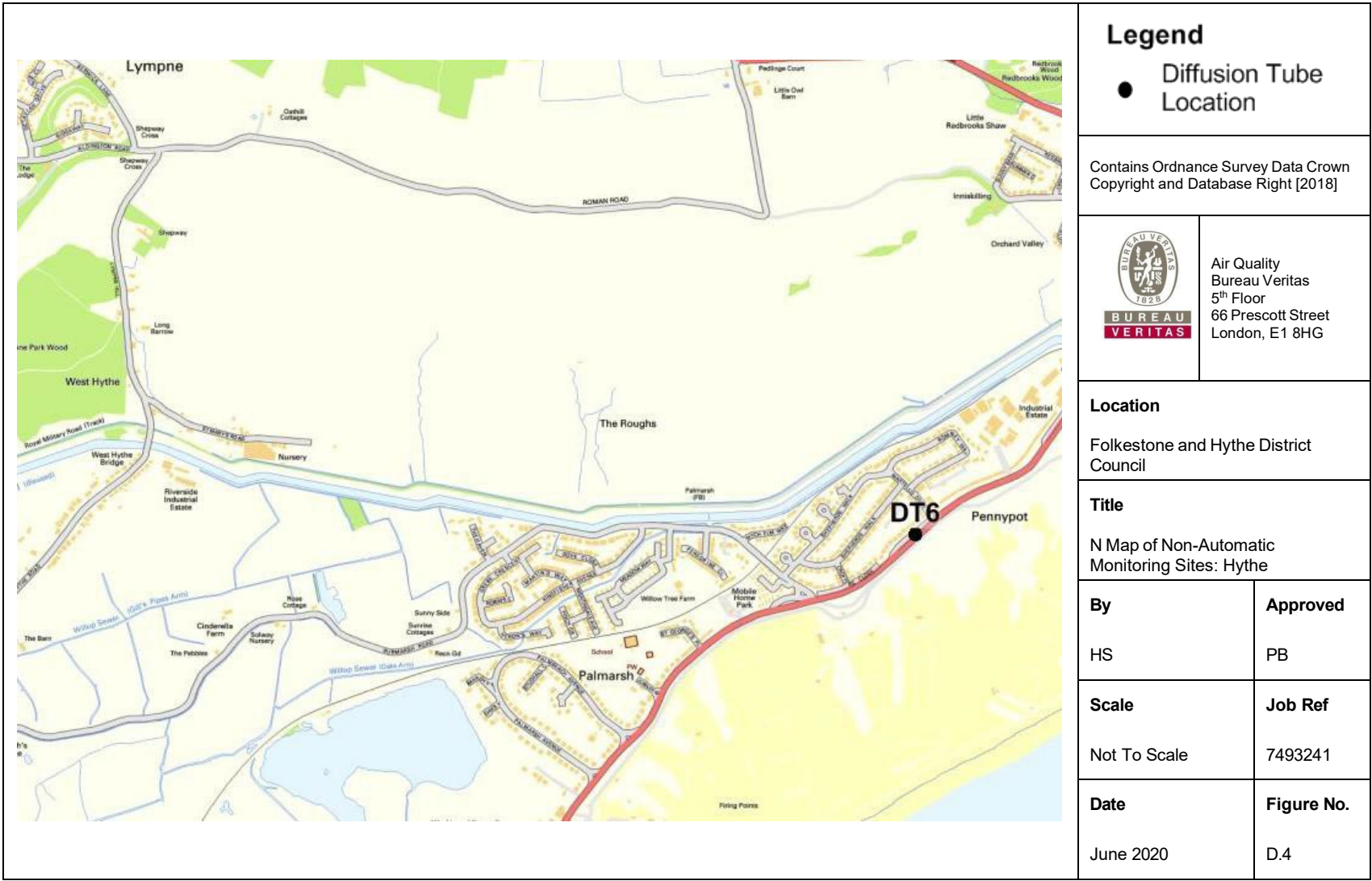


Figure D.5 – Map of Non-Automatic Monitoring Sites: Romney

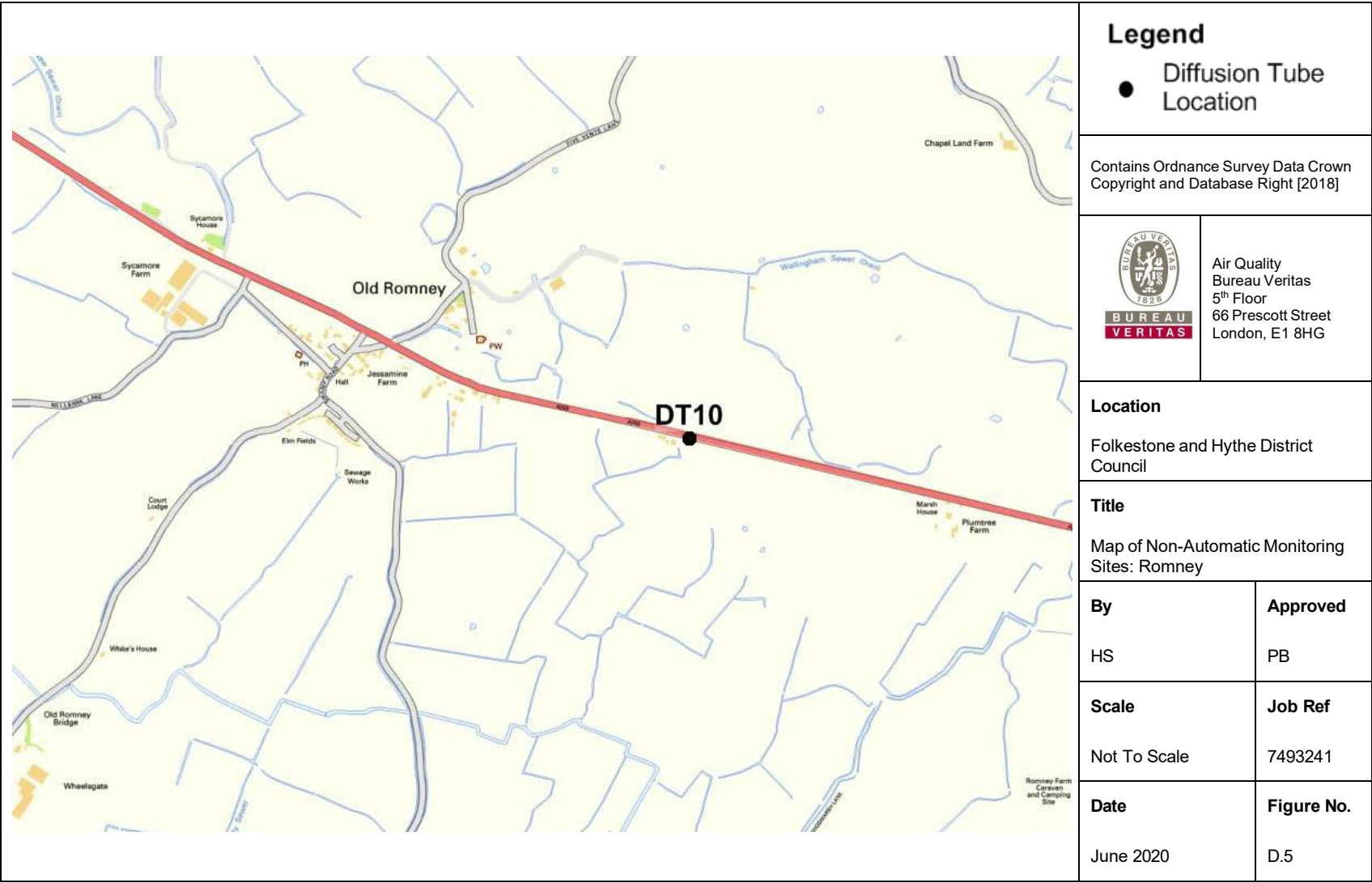


Figure D.6 – Map of Non-Automatic Monitoring Sites: Hawkinge

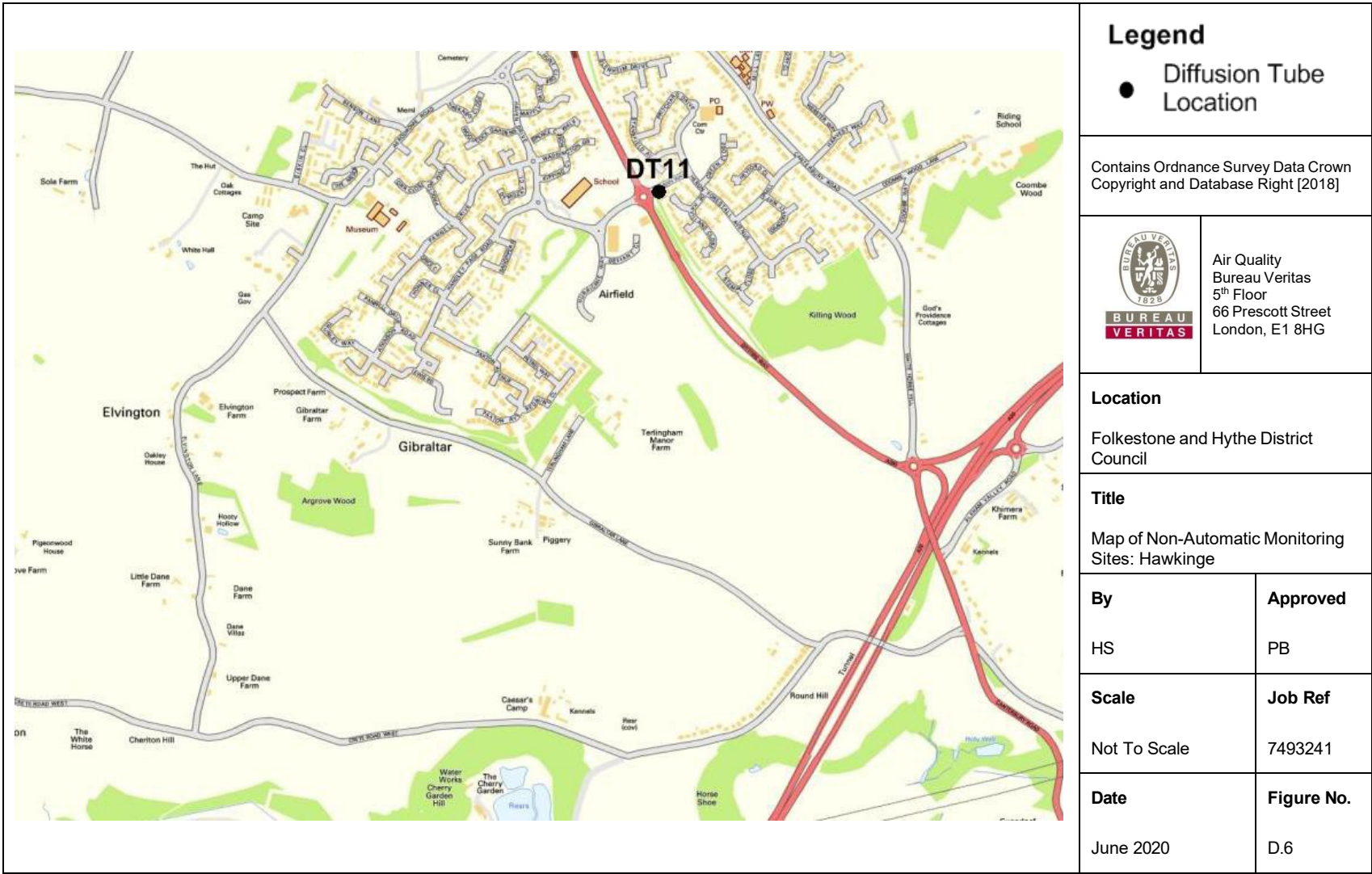
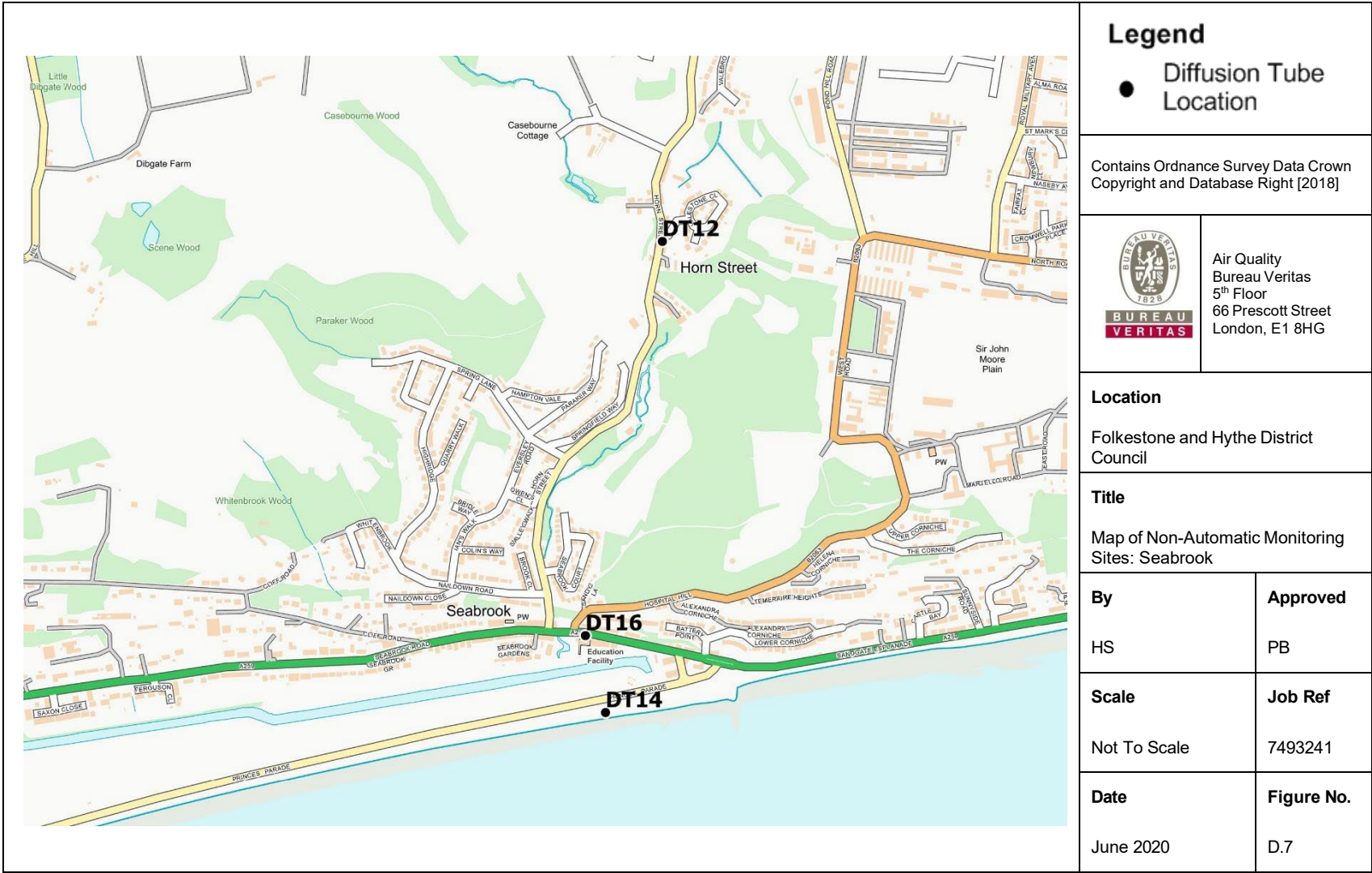


Figure D.7 – Map of Non-Automatic Monitoring Sites: Seabrook



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England

Pollutant	Air Quality Objective ¹²	
	Concentration	Measured as
Nitrogen Dioxide (NO ₂)	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
	40 µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50 µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350 µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
	125 µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
	266 µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

¹² 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	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
EU	European Union
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

- Local Air Quality Management Technical Guidance LAQM.TG(16). February 2018. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG(16). May 2016. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Folkestone and Hythe District Council 2018 Annual Status Report.
- National Diffusion Tube Bias Adjustment Factor Spreadsheet, version 03/20 published in April 2020.
- <https://laqm.defra.gov.uk/diffusion-tubes/qa-qc-framework.html> (AIR-PT Rounds 24 - 34, Jan 2018 to Nov 2019)
- Folkestone and Hythe District Council, Core Strategy 2013.
- Kent & Medway Air Quality Partnership, Air Quality Planning Guidance, December 2015 (Mitigation Options A and B).