Folkestone and Hythe District Council

2025 Air Quality Annual Status Report

June 2025

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Folkestone & Hythe District Council

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

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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 Director of Public Health, with details below:

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

Dated: 17th June 2025.

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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. PM_{10} 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 NO_2 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 NO_2 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 NO_2 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 NO_2 annual mean concentration decreased at 16 locations, with the exception of DTs 10 and 17. No single diffusion tube site recorded an NO_2 annual mean concentration above the air quality objective of 40µg/m^3, with the maximum concentration being 19.3µg/m^3 at DT 4, a roadside site, located along Black Bull Road (A259) in Folkestone. This location also reported the maximum NO_2 annual mean concentrations in the 2022, 2023 and 2024 ASRs, 26.2µg/m^3, 25.1µg/m^3, and 22.8µg/m^3 respectively.

Compliance with the annual mean NO_2 objective (40µg/m^3) has been achieved by since 2020, as such the Council have sufficient monitoring data to support not declaring an AQMA. Concentrations of PM_{10} 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 (CO_2) emissions, of which also have shared benefits in improving air quality through reducing both NO_2 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 NO_2 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 NO_2 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/m^3. The concentration in 2024 is predicted to be 7.3µg/m^3,

which is a decrease from the predicted concentration in 2023 of 10.1µg/m^3. Therefore it is anticipated that if this trend continues the $PM_{2.5}$ background concentration will be below the target of 10.0µg/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 $PM_{2.5}$ 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 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 NO_2 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/m^3. 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 NO_2 was not subscripted and $\mu g/m^3$ 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 Strategy[1], 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 PM_{10} 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 PM_{10} 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/m^3. The highest background concentration is predicted to be 7.3µg/m^3 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/m^3. The concentration in 2024 is predicted to be 7.3µg/m^3, which is a decrease from the predicted concentration in 2023 of 10.1µg/m^3. Therefore it is anticipated that if this trend continues the $PM_{2.5}$ background concentration will be below the target of 10.0µg/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 $PM_{2.5}$ 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 tool[3], 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/yrr/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 heath 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 NO_2 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 NO_2 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 (NO_2)

Table A.2 and Figure A.1 - Figure A.2 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. 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 NO_2 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 NO_2 concentrations recorded.

Of the 18 sites that made up the diffusion tube monitoring network in 2024, the NO_2 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 NO_2 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 NO_2 concentration between the 2023 and 2024 monitoring years was 4.6µg/m^3 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/m^3, 21.2µg/m^3 below the annual mean NO_2 air quality objective (40.0µg/m^3). 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/m^3, 25.1 µg/m^3 and 22.8 µg/m^3 respectively.

Within the last five years (2020-2024), the maximum reported annual mean NO_2 concentration remains below 10% of the AQO objective, 36.0µg/m^3. 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 NO_2 concentration reported in Folkestone and Hythe within the last five years was 26.2 µg/m^3 in 2021. Therefore poor data capture has not been critical to determining that the local authority meet the annual mean NO_2 objective of 40.0 µg/m^3 given continued reporting below 10% of the annual mean objective (36.0 µg/m^3).

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 NO_2 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/m^3. Given that the highest recorded annual mean concentration at any of

the diffusion tube monitoring sites is 18.8 µg/m^3 in 2024, and the highest in the last five years is 26.2 µg/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 ($PM_{2.5}$) 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 NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

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 NO_2 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/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 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 NO_2 Concentrations – Diffusion Tubes 1-9

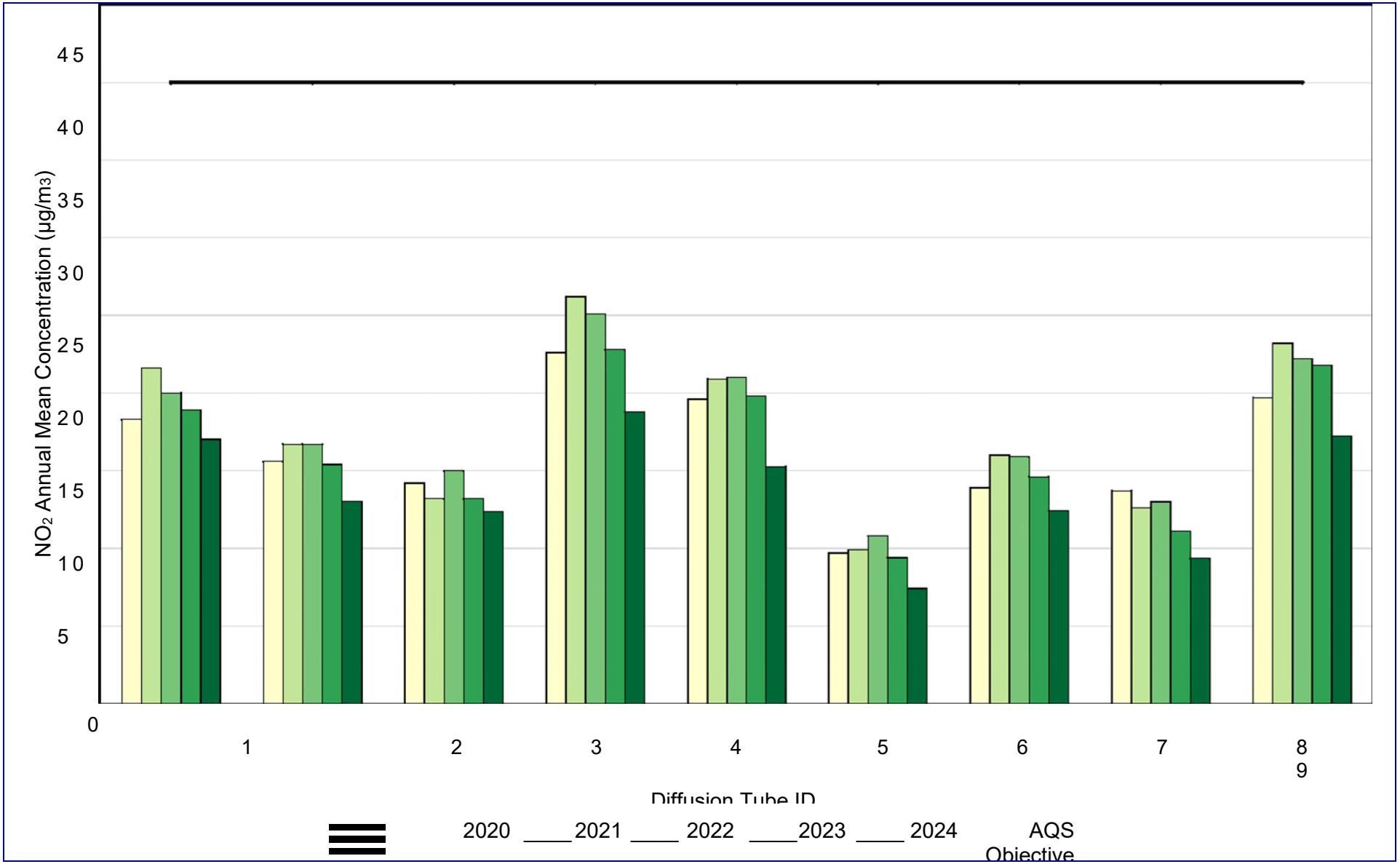
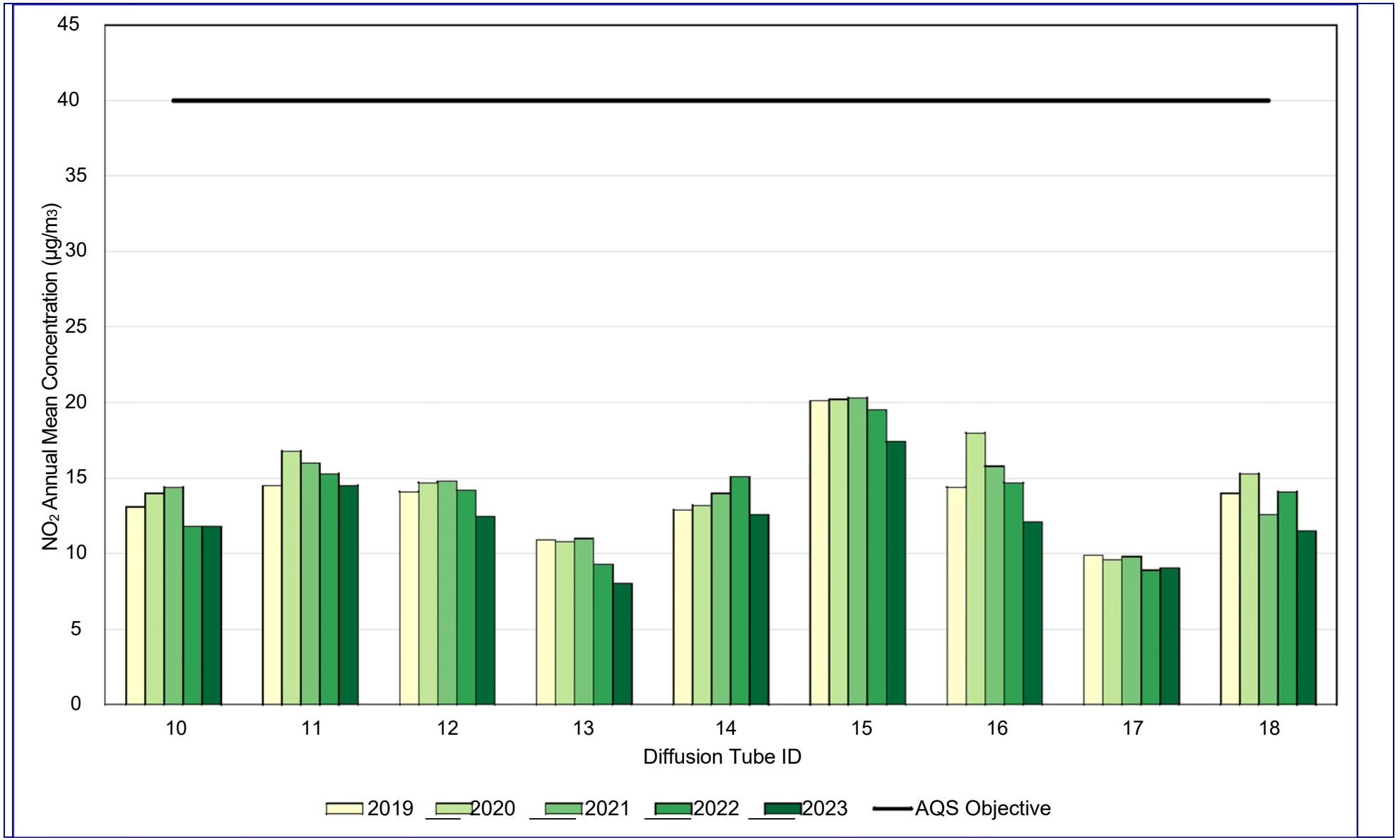


Figure A.2 – Trends in Annual Mean NO_2 Concentrations - Diffusion Tubes 10-18



Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO_2 2024 Diffusion Tube Results (µg/m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.78)	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 NO_2 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 NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within 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 NO_2 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 NO_2 tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO_2 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 NO_2 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 µg/m^3)

Site ID	Annualisation Factor AURN St Osyth	Annualisation Factor AURN Rochester Stoke	Average Annualisation Factor	Raw Data Simple Annual Mean (µg/m^3)	Annualised Data Simple Annual Mean (µg/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/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 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

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool (DTDPT)/NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-

automatic annual mean NO_2 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:**

FJl..w the steps below in **the correct order** to show the results of sph.ant 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 This state the adjustment the factors used and the version of the spreadsheet
spreadsheet will be updated every few months: factors may therefore be subject to change. This should not discourage their immediate use.

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:
St•Int the Ianbratans that Analyses Your Tubes Fb'orn the n, new., l ist	SM".t a P'"..."..a Method from the nib° Down I ist	""" a Y"'. fibm th. Down I ist	Where there is only one studs fora chosen combination. sou should use the adjustment factor shown with caution. Where there is more than one studs, use the overall factor shown in blue at the foot of the final column.
if .1.1..,,,,,,y0 ,,,,,...,...0..,...,...lakafe.0.414eratery.	If.,,,,,,,,,,`,.....,.....1,... Aour........	If um.. it not A...N.A..... en.:	If you have your own co.location study then see footnote'. If uncertain what to do then contact the Local Air Qua ity Management Helpdesk at LAQMHelpdesk@bureauueritas.com or 0800 0327953

Analysed By'	Method ..a.......i...... .. .. lam	Year' ...a. ...... l...... ""I .T	site Toe	Local Authority	Length of Study (months)	Diffusion Mean Cone. (0m) (Wairo')	Ma tc Monitor Cone. (Cm)	Bias (El)	Tube pmcisio n.	Bias Adjustment Factor (A) (CM/Off1)
SOCOTEC Didcot	EIMIZENTIMMII	2024	R	Cambrid.e Cis Council	11	20	15	31.0%	G	0.76
SOCOTEC Didcot	50k TEA in acetone	2024	R	Cordiff Council / Shared R .q.1 to,. Sew,c	3	35	31	14..2%	G	0.88
SOCOTEC Didcot	50k TEA in ,<<101,	2024	R	lomich Boroyoh C il	a	24	20	21.0%	G	0.83
SOCOTEC Didcot	50k TEA in Acetone	2024	R	lomich Soroyoh 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	50% TEA in acetone	2024	R	East Suffolk Council	a	26	20	32.8%	G	0.75
SOCOTEC Didcot	50% TEA in acetone	2024	KS	Morylebone Rood Inter...filen	10	4?	36	30.5%	G	0.77
SOCOTEC Didcot	50k TEA in acetone	2024	U8	Hull City Council	10	:1.1	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	VAllelleY Borouoh Council	10	21	18	13.7%	G	0.88
SOCOTEC Didcot	50k TEA in acetone	2024	R	VW/0110Y Borouoh Council			16	32.3%	G	0.76
SOCOTEC Didcot	50k TEA in acetone	2024	R	Wrexham County Borouoh Council	10	15	13	17.0%	G	0.85
SOCOTEC Didcot	50k TEA in acetone	2024	U8	Grovec.horn Borough Council	11	21	13	3.7%	P	0.91
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slouch Borouoh Council	11		24	43.5%	G	0.70
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slouch Borouoh Council			20	32.6%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slouch Borouoh Council			1?	34.0%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slouoh Borouoh Council	10	31	23	33.4%	G	0.75
SOCOTEC Didcot	50k TEA in acetone	2024	R	Slouoh Borouoh 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	DellY City And Strobone District Council	11	11	7	58.1%	G	0.63
SOCOTEC Didcot	50% TEA in Acetone	2024	R	Horsham Dicitict Council	11	22	17	31.1%	G	0.76
SOCOTEC Didcot	50k TEA in Acetone	2024	R	Leeds Cit 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	50% 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.«.:Ir. Cit Council	10	25	13	31.2%	G	0.76
SOCOTEC Didcot	50% 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	054
SOCOTEC Didcot	50k TEA in Acetone	2024	US	North East Lincolnshire Council	10	12	10	20.0%	G	0.83
SOCOTEC Didcot	50% TEA in Acetone	2024	R	North East Lincolnshire Council	11	21	18	15.7%	G	0.86
SOCOTEC Didcot	50% TEA in acetone	2024		0.........Il Factor' (33 st•dics)				Use		0.78

Appendix D: Maps of Monitoring Locations

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

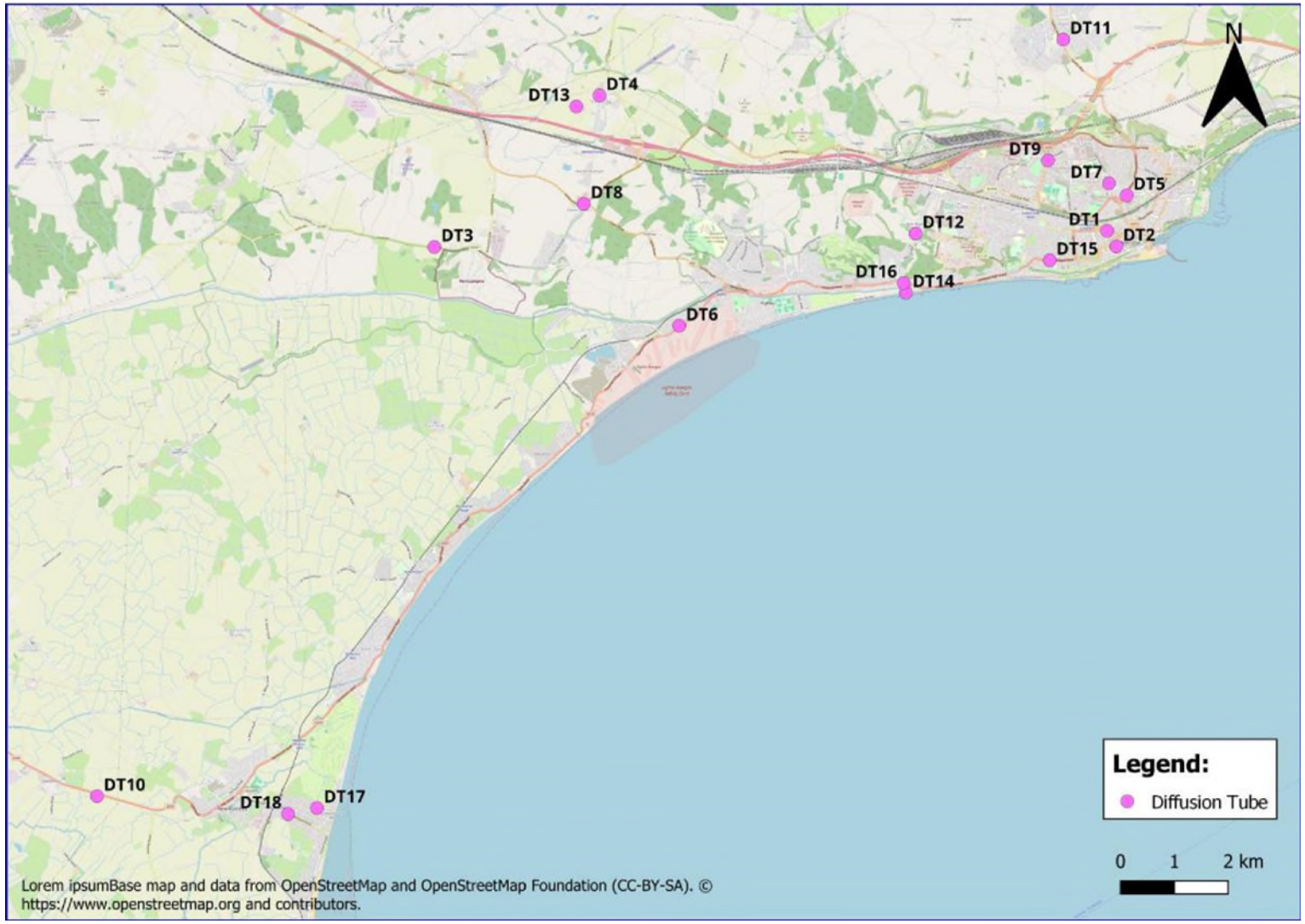


Figure D.2 – Map of Non-Automatic Monitoring Locations: Lympne

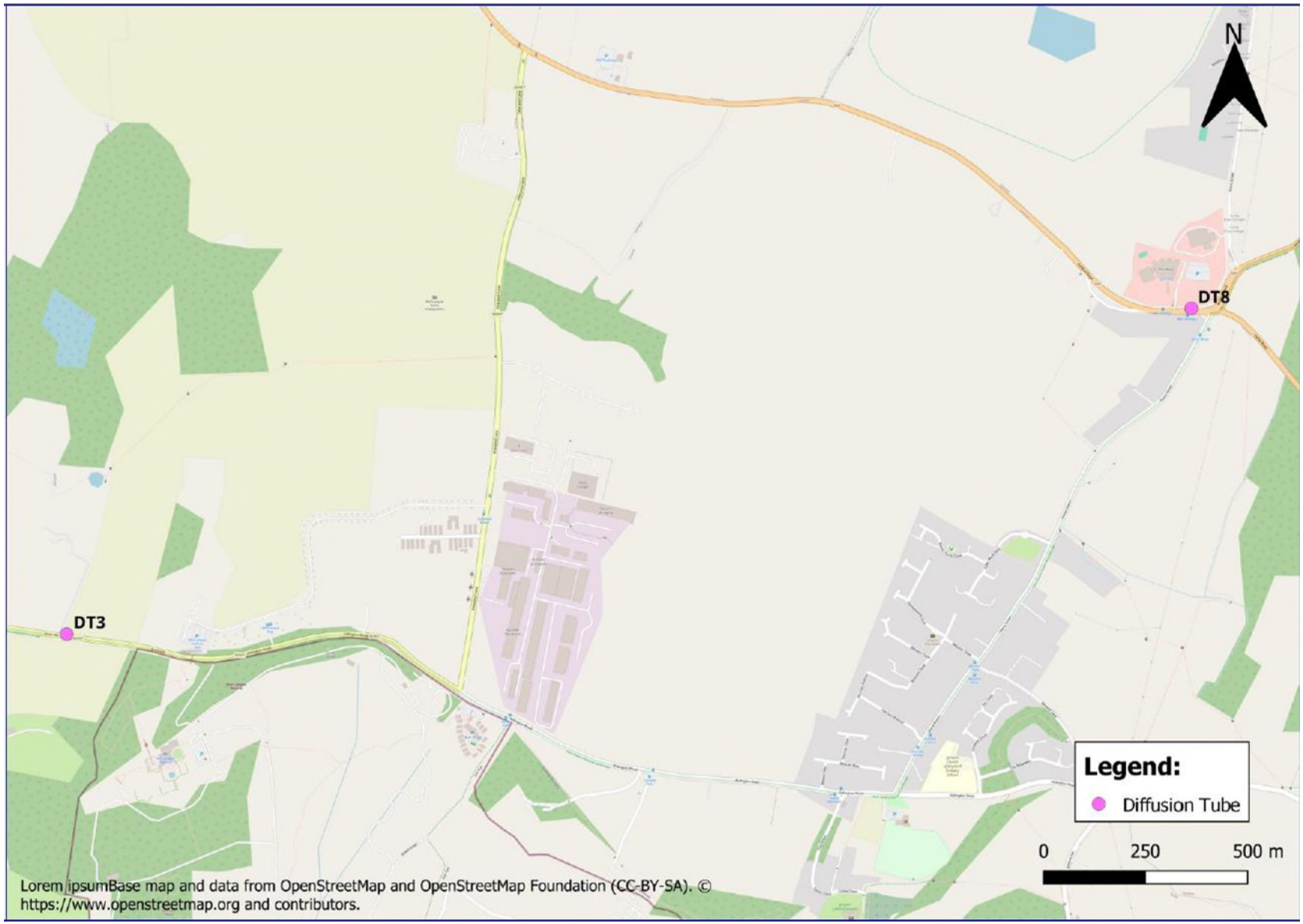


Figure D.3 – Map of Non-Automatic Monitoring Locations: Folkestone

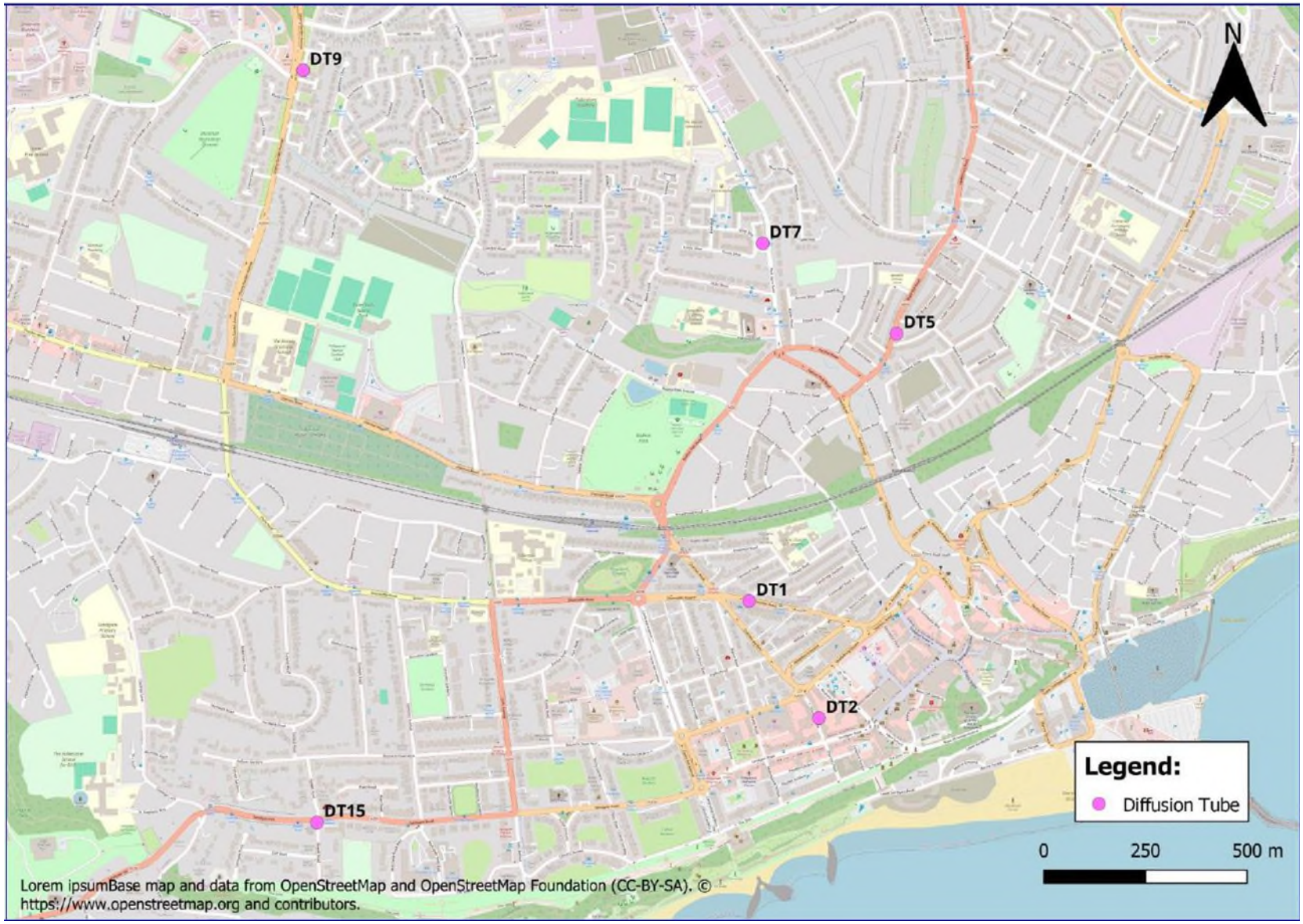


Figure D.4 – Map of Non-Automatic Monitoring Locations: Hawkinge

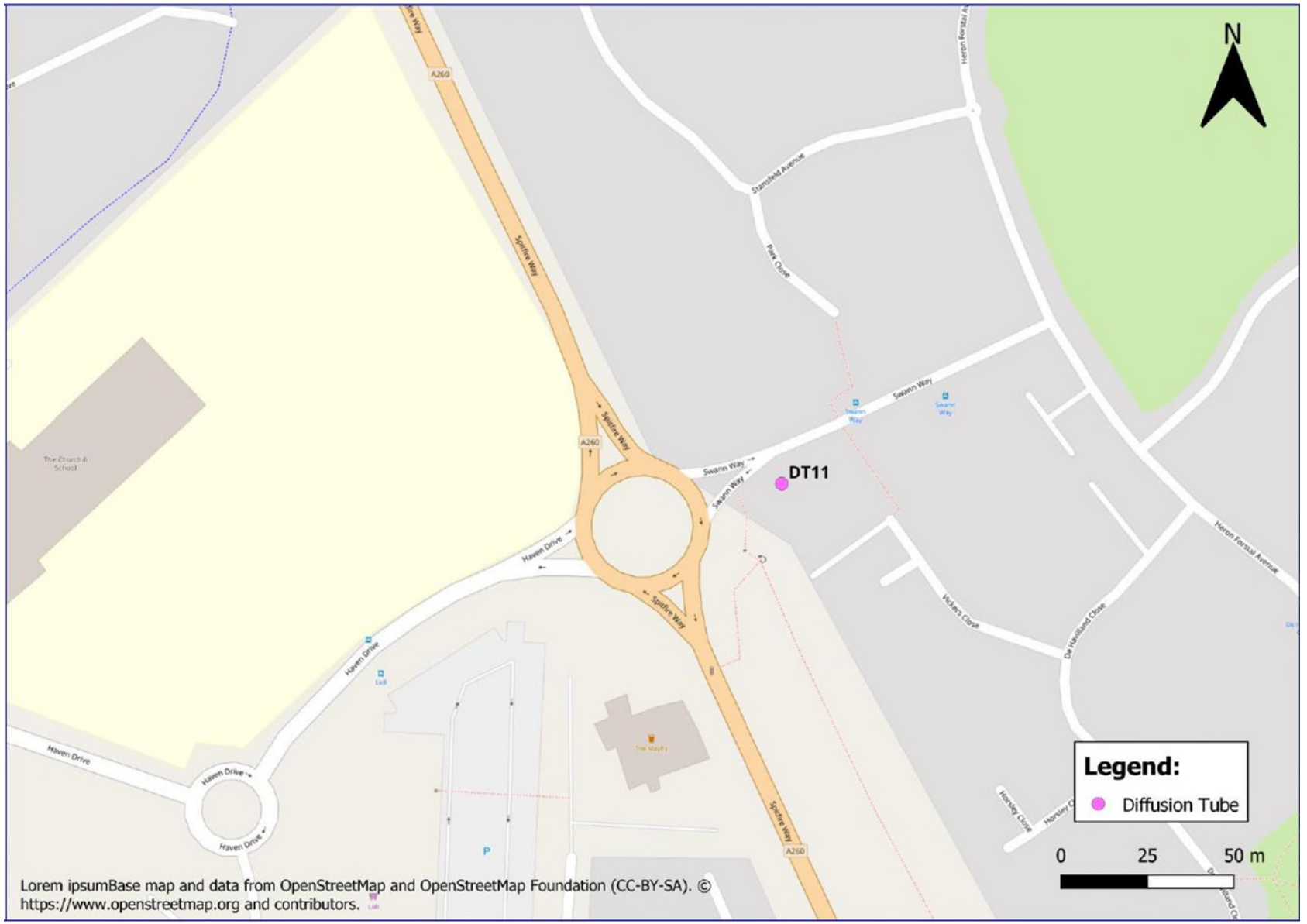


Figure D.5 – Map of Non-Automatic Monitoring Locations: Pennypot

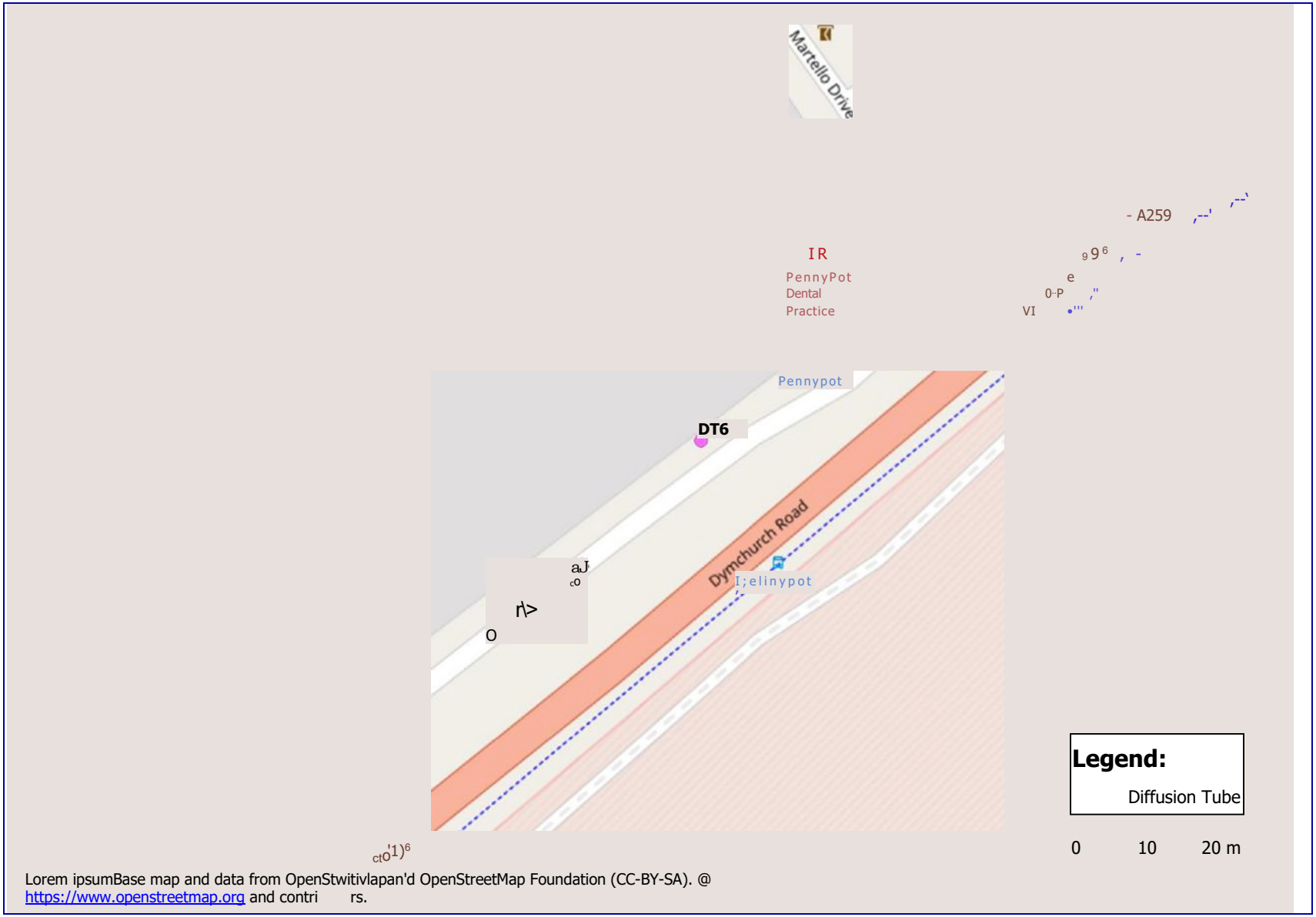


Figure D.6 – Map of Non-Automatic Monitoring Locations: Romney

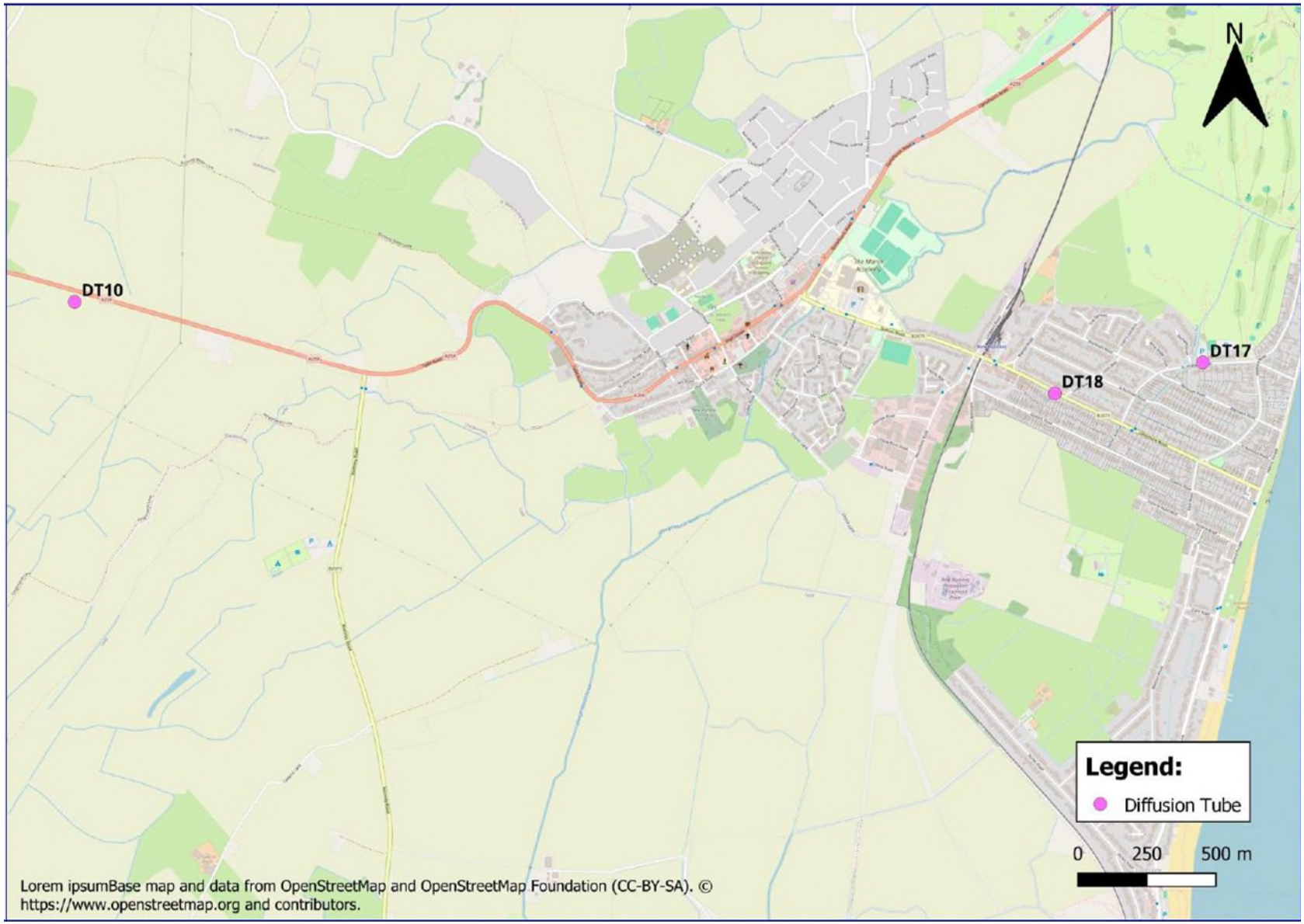
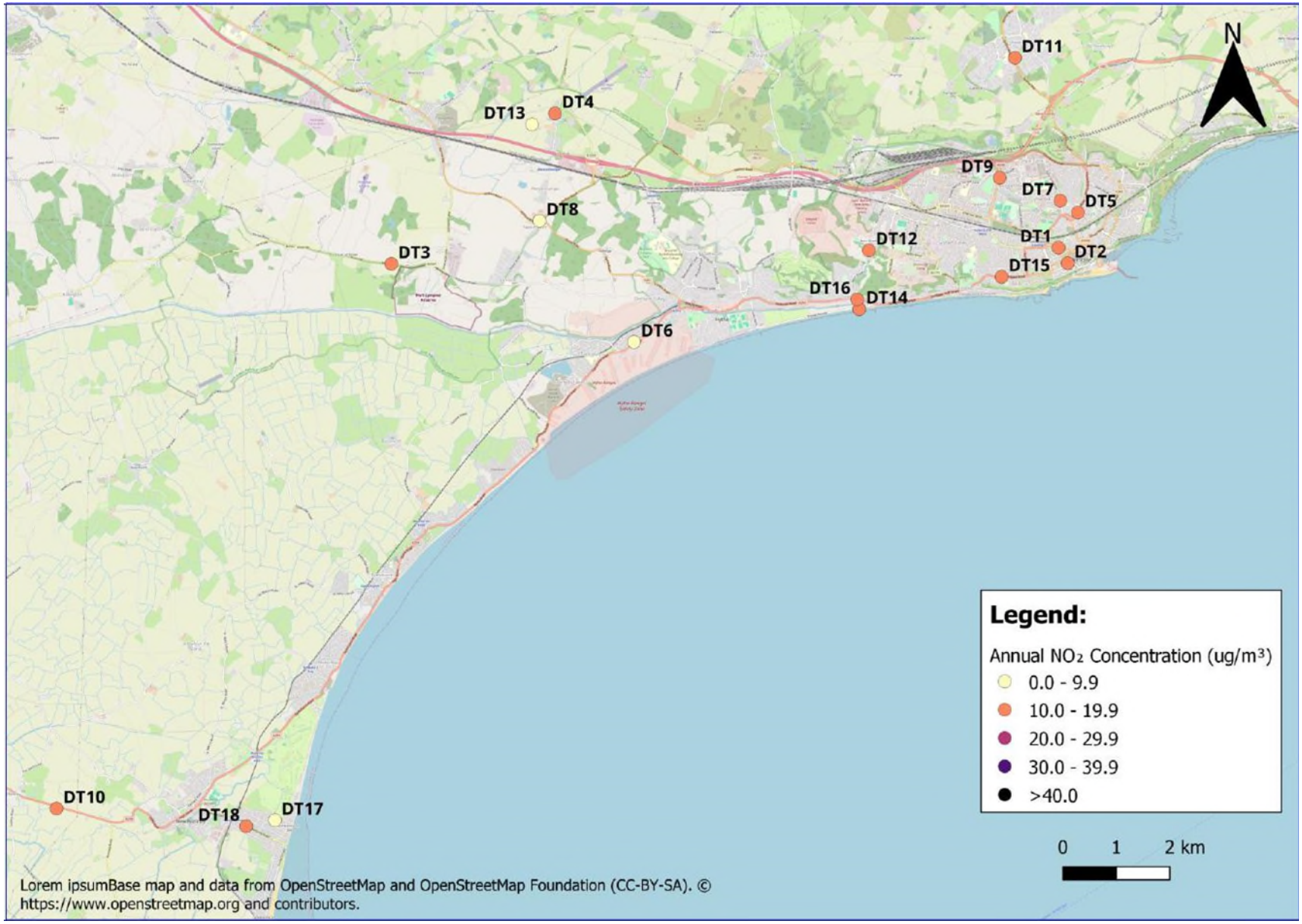


Figure D.7 – Map of Non-Automatic Monitoring Locations: Seabrook

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

Figure D.9 – Map of 2024 Annual NO_2 Concentrations All Non-Automatic Monitoring Locations



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[4]

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/m^3).

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.
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