Folkestone and Hythe District Council

2026 Air Quality Annual Status Report

June 2026

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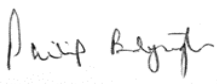
Approved By	Phil Edgington	Principal Air Quality Consultant	

Folkestone & Hythe District Council

2026 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021

Date: June 2026

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Local Responsibilities and Commitment

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

- Wai Tse, Environmental Protection Specialist, Environmental Protection

This ASR has been approved by:

- Wai Tse, Environmental Protection Specialist, Environmental Protection

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

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

Dated: 26/06/2026

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

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

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Executive Summary: Air Quality in Our Area

Air Quality in Folkestone and Hythe

Breathing in polluted air affects our health and costs the National Health Service (NHS) and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management (LAQM) and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter (PM) is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. 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 15 Sites of Special Scientific Interest (SSSI) declared in the District. However, several SSSIs overlap with neighbouring Districts, as such the principal SSSIs wholly or partially contained within the Folkestone and Hythe boundaries include: Folkestone Downs incorporated within Folkestone-Etchinghill Escarpment SSSI, Folkestone Warren SSSI, East Cliff and Warren Country Park SSSI, and Stodmarsh European Designated SSSI, according to Folkestone and Hythe District Heritage Strategy and Folkestone and Hythe District Planning Information. The location also seeks to encourage tourism by hosting several music events and festivals, for example Folkestone Air Display and Hythe Venetian Fete, Folkestone and Ashford Military Show and Country Fair, and the series of Bandstand Summer Concerts. It also promotes active travel through its King Charles III England Coast Path - South East which involves various integrated walking and cycling routes that connect to the broader Kent region and wider England.

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

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

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

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

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

Due to Folkestone and Hythe District Council's consistent years of no reported exceedances of the annual mean 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 2025 and removed DT 13 from the network, as proposed in the 2025 ASR, due to the original justification for monitoring at this location are no longer present as development proposals have been withdrawn to convert the nearby fields into a 24-hour lorry park, intended for use during Operation Brock or during significant delays affecting Dover Port and the Eurotunnel. In addition, DT 13 consistently reported low concentrations and compliance with the annual mean NO_2 objective. During the 2025 monitoring year, this resource was deployed on A20 in Sellindge (DT 21) as further

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

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

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

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

During 2025, concentrations of NO_2 were monitored passively via a network of 21 diffusion tube sites. Of the 21 sites there were 18 existing stations (DTs 1-18) and three new deployments (DTs 19-21). The NO_2 annual mean concentration decreased at five locations across 17 sites, equating to a reduction in pollutant concentration at 29% of sites from 2024. This is a decrease from 2024, which reported 88% reduction in pollutant concentrations across 18 sites from 2023. A reduced number of sites are included in this calculation compared to 2024 despite an addition of three sites into the network in 2025, refer to Section 3.2.1 for further details. No single diffusion tube site recorded an NO_2 annual mean concentration above the air quality objective of 40µg/m^3, with the maximum concentration being 19.0µg/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, 2024 and 2025 ASRs, 26.2µg/m^3, 25.1µg/m^3, 22.8µg/m^3 and 18.8µg/m^3 respectively.

Compliance with the annual mean NO_2 objective (40µg/m^3) has been achieved since 2021, 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 2025.

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

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

As part of Folkestone and Hythe District Council's commitment to reduce the impacts of climate change, and specifically air pollution, the Council declared a climate emergency in July 2019. Throughout 2025 the local authority has supported its aim to hit net-zero carbon emissions by 2030 for Council activities and across the District, as reported in the Carbon Action Plan. The document sets out various actions to reduce Carbon Dioxide (CO_2) emissions, which also may 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 2025, with more information available in Climate and Ecological Emergency Briefing Note 2024, Our District, Our World: Corporate Plan 2025 – 2030 and The District Wide Carbon Strategy 2026:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

As part of the 'Folkestone – A Brighter Future' Project, the local authority have committed to creating a new green park in Bouverie Square (known as 'Green Heart of Folkestone'), a small linear park alongside Foresters Way, and planting circa 70 trees with semi-mature trees along Guildhall Street and Sandgate Road. The strategic planting throughout Bouverie Square with varying species, textures and heights will provide an open environment of interest and in Cheriton Road, rain gardens will collect run-off water and filter pollutants to water vegetation whilst providing a natural habitat for wildlife. The Council's commitment to enhancing the public realm with green infrastructure highlights their recognition of vegetation as a natural air filter to improve air pollution and benefit climate change. Plants and trees absorb gaseous pollutants such as Carbon Dioxide (CO_2), Nitrogen Dioxide (NO_2), Ozone (O_3), and Sulphur Dioxide (SO_2) through leaves and trap fine particulate matter (PM) on rough surfaces. Thus, vegetation is key to urban air quality mitigation and this programme of works reiterates Folkestone and Hythe's dedication to improving public health from air pollution for current and future generations.

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

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

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

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

Conclusions and Priorities

During 2025, the 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 2021. The Council will continue to use the passive monitoring network to monitor air quality within the district and ensure compliance is maintained with the annual and 1-Hour NO_2 objectives into 2026 and onwards.

The maximum predicted $PM_{2.5}$ background concentration in 2025 is well below the current annual mean target of 20.0µg/m^3. The concentration in 2025 is predicted to be 7.2µg/m^3, which is a decrease from the predicted concentration in 2024 of 7.3µg/m^3. Therefore, it is anticipated that if this trend continues the $PM_{2.5}$ background concentration will remain below the target of 10.0µg/m^3 at any monitoring station by 31st December 2040. It is recommended as good practice and to further reduce $PM_{2.5}$ pollutant emissions that Folkestone and Hythe District Council considers further actions as well as continuing those implemented already to reduce $PM_{2.5}$ across the district. It is acknowledged that the

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

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

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

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

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

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

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

- Delivered construction works as part of 'Folkestone – A Brighter Future' scheme to improve roads, drainage networks, streetlights, and green areas. Therefore, encouraging sustainable travel method uptake alongside active transport through enhancing the public realm with safety a key consideration, in turn impacting air pollutant emissions by seeking to reduce volume of private vehicle journeys;
- Committed to creating a new green park in Bouverie Square (known as 'Green Heart of Folkestone') as part of 'Folkestone – A Brighter Future' Project with additional small linear park alongside Foresters Way, and planting of circa 70 trees with semi-mature trees along Guildhall Street and Sandgate Road. Thus, utilising vegetation as a natural air filter to improve air pollution and benefit climate change across the district;
- Continue to improve the existing walking and cycling network through progressing development funded by recent acquisition;
- Published Our District, Our World: Corporate Plan 2025 – 2030 which underpins the Carbon Action Plan with 'Enhancing Our Local Environment and Supporting Climate Action' as one of its five themes to support a reduction in air pollutant emissions by targeted actions such as ensuring new developments are well designed with energy efficient mechanisms and make maximum use of renewable energy sources;
- Developed The District Wide Carbon Strategy 2026 to support the Carbon Action Plan and align with the district wide 2030 net-zero carbon emissions aim;
- Implement measures to support the Carbon Action Plan to further reduce concentrations of NO_2 and PM, although it is noted that the document does not include targeted actions to support a reduction in wood burning of which contributes to PM pollutant emissions, thus the Air Quality Strategy document is key to address this activity and associated actions to reduce emissions from this source.

How to get Involved

Given the main source of NO_2 air pollution across Folkestone and Hythe is from transport sources, the public can support the reduction in air pollutant(s) release and improve air quality within the district by participating in active travel. For PM alongside transport, it is

acknowledged that the predominant source of PM pollution in the district is from non-industrial combustion (i.e. wood burning), of which it is not accounted for in the Carbon Action Plan. Thus, highlighting the importance of targeted actions within the Air Quality Strategy document to support a reduction in PM emissions, in conjunction with the Carbon Action Plan to address NO_2 and PM emissions.

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

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

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

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

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

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

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

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

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Figures

Tables

1 Local Air Quality Management

This report provides an overview of air quality across Folkestone and Hythe during 2025. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Folkestone and Hythe District Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

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

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

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

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

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

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

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

   a. *The local authority has sought to discuss and present trends in monitoring by geographical area with Diffusion Tube IDs included to assist with data analysis for ease when reviewing tables and figures.*

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

   a. *The Council has sought to produce a thorough 2026 ASR for submission to Defra and will maintain its detail orientation for the required air quality annual reporting seasons that are to follow.*

Folkestone and Hythe District Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1. Four measures are included within Table 2.1, with the type of measure and the progress Folkestone and Hythe District Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.1.

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

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

Key completed measures during 2025 are:

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

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

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

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

- 2025 saw commencement of the CycleHoop trial which involved implementation of two new lockable bike hangars with 12 cycle parking spaces, for residents of Clifton Crescent in Folkestone (Clifton Crescent Bicycle Parking Facilities) supported by Kent County Council; and
- During October 2025 the Council supported and facilitated the 'Cycle to School Week' which aimed to promote and celebrate cycling as a healthier and greener mode of transport, encouraging active transportation uptake across all generations with families swapping car pedals for cycle pedals on school visits, as well as engaging in general cycle rides, and discovering new areas to cycle. The scheme sought to also improve participants riding ability and overall confidence, thus encouraging greater active transportation uptake through road safety assurance.

- Carbon and Pollutant Emission Reduction
  - In 2025 hosted three Folkestone and Hythe Sustainable Futures Forum events (The Eco Champions Programme, Green Grants Info and Support Surgery, and Volunteer and Skills Fair) with business operators sharing resources, waste products and skills to make Folkestone more energy efficient and sustainable alongside speakers from the community benefitting from bespoke TEDx-style coaching on environmental topics;
  - Procured 2-year contract with Ian Williams, a property services company, to deliver roof-mounted solar panels to 250 properties as part of the Council's campaign to further reduce the carbon footprint of council-owned housing stock;
  - Established new collaborative partnership with Chartway and Orbit Homes to deliver 77 new affordable and sustainable homes near Biggins Wood Road in Folkestone;
  - Completed housing upgrade works at Win Pine House which involved installing new pipework throughout the building and fitting a Heat Interface Unit (HIU) in 44 flats with communal spaces meaning heat transfers from the communal boiler to each tenant's flat, allowing them to have full control of their heating through heat meter fitted ensuring fair usage and payment as

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

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

  - Completed works in December 2025 that utilised Wave 1 and Wave 2.1 Grants of the Social Housing Decarbonisation Fund (SHDF) to improve 425 properties by installing energy saving measures and provide home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in carbon and pollutant emissions across the district. The local authority outline that the total number of Council owned properties that have benefitted from the scheme is in fact 463, 38 more than proposed, as per the Green Investment Continues for Council Homes bulletin.

- Electrical Vehicle (EV) Infrastructure
  - Implementation of 105 EV Rapid Chargers across Folkestone and Hythe in 26 public car parks, with the upgrade of the six existing points and the 23 charging points provided by commercial businesses. There has been an increase of two new chargers since 2024, with the implementation of those in Coast Drive Car Park in October 2025. Works have occurred through collaborative relationships with Kent County Council and Connected Kerb;
  - Throughout 2025 maintained collaborative relationship with Kent County Council to progress programme of installing approximately 10,000 Electric Vehicle (EV) on-street charging points across the District and broader region. EV partner organisation for the works was procured in 2025 and confirmed as Urban Fox, a charge point operator, who will seek to deliver the EV charging locations over a 20-year contract with the first works phase beginning Summer 2026; and
  - During 2025 Folkestone and Hythe District Council alongside Kent County Council conducted a trial of cross-pavement EV charging solutions aligned with the Electric Vehicle Chargepoint Grant (for Households with On-Street Parking), aimed to assist residents without driveways or private parking to purchase and install EV charge points at residential properties. The trial sought to understand concerns regarding cross-pavement charging solutions whilst assisting vehicle owners convert from internal combustion vehicles to EVs, whilst also reviewing policies to determine if and how the safe and effective use of cross-pavement solutions can be integrated into highway authority function. Trial outcomes confirmed that an update from the Institution of Engineering and Technology (IET) about electrical safety is required foremost to determine safe and effective use of cross-pavement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Kent and Medway Air Quality Partnership - Air quality working group	Policy Guidance and Development Control	Regional Groups Coordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2015	2025	All Kent local authorities and Medway Council.	N/A	Not Funded	<£10k	Implementation	Reduction in a range of pollutants	N/A	The Kent and Medway Air Quality Partnership have developed Air Quality Planning Guidance for partner local authorities, developers and consultants. Ongoing.	Air Quality Working Group (AQWG) involves key players at senior level in public sector and voluntary sectors
2	Supporting / Encouraging Homeworking	Promoting Travel Alternatives	Encourage / Facilitate home-working	2022	2025	Folkestone and Hythe District Council	N/A	Not Funded	<£10k	Implementation	Reduced Vehicle Emissions	N/A	Ongoing	Accommodation reviews have consolidated building use, which has expanded the opportunities across the Council for more agile working.
3	Making reports on Air Quality available to public	Public Information	Via other mechanisms	2022	2025	Folkestone and Hythe District Council	N/A	Not Funded	<£10k	Implementation	N/A	Annual Reports	Ongoing (Available on Local Authority Website)	N/A
4	Environmental Permits	Environmental Permits	Introduction/ increase of environmental funding through permit systems and economic instruments	2022	2025	Folkestone and Hythe District Council	N/A	Partially Funded	<£10k	Implementation	Various pollutants regulated	100% Inspections	Ongoing	Non-compliant processes are encouraged to comply by lower annual subsistence fees and less regulatory input.

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality 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.TG22, which provides a way to estimate $PM_{2.5}$ concentrations from PM_{10} measurements.

$PM_{2.5}$ Background Concentrations:

The current Defra 2025 background maps for Folkestone and Hythe District Council (2021 based)[2] show that all background concentrations of $PM_{2.5}$ are significantly below the current annual mean target of 20µg/m^3. The highest background concentration is predicted to be 7.2µg/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 Harbour Railway Station, A260 and A2033 both of which are key arterial routes into and through Folkestone, all transportation methods and routes where the PM secondary fraction (formed of gaseous pollutants) constitutes as the key contributor to $PM_{2.5}$.

The maximum predicted $PM_{2.5}$ background concentration in 2025 is well below the current annual mean target of 20.0µg/m^3. The concentration in 2025 is predicted to be 7.2µg/m^3, which is a decrease from the predicted concentration in 2024 of 7.3µg/m^3. Therefore, it is anticipated that if this trend continues the $PM_{2.5}$ background concentration will remain 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 2025 Folkestone and Hythe District Council received 123 smoke complaints, although this value is not definitive due to logging inaccuracies and duplicates. There were no formal notices served for smoke across Folkestone and Hythe in 2025.

Impact on Human Health:

The Public Health Outcomes Framework (PHOF) data 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/E07000112/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/fip/0

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

Measures to Improve $PM_{2.5}$ Concentrations:

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

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

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

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

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

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

The Council acknowledge that the move to electric vehicles is not the only solution for air quality and associated 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;
- Maintained collaborative relationship in 2025 with Cycling UK to host a 'Dr Bike' clinic in Hythe in 2025 offering free minor repairs, safety checks and maintenance advice with demonstrations in puncture repairs, brake and gear adjustments, and cycle helmet fittings. The event sought to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to

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

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

- Continued adoption of the Kent Cycling and Walking Infrastructure Plan (KCWIP).

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

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

This section sets out the monitoring undertaken within 2025 by Folkestone and Hythe District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

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

3.1.2 Non-Automatic Monitoring Sites

Folkestone and Hythe District Council undertook non-automatic (i.e. passive) monitoring of NO_2 at 21 sites during 2025. Table A.1 in Appendix A presents the details of the non-automatic sites. Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

During 2025, the diffusion tube network was somewhat well maintained, with tubes deployed and collected in line with the Defra LAQM calendar dates (±2 days) during January-March and June-October. Changeovers completed in January-March and June-October 2025 were within ±2 days of the specified date. In April and May 2025 diffusion tubes were exposed longer than the recommended 4 weeks (5 (April), 3 (May), 4 (November) and 1 (December) days extra respectively). However, no tubes recorded data beyond the 5 weeks period. Therefore, in accordance with Section 3.2.5 in DEFRA Diffusion Tube for Ambient NO_2 Monitoring Guidance and Section 7.199 in LAQM.TG22 data for April, May, November and December 2025 has been included in analysis as the exposure periods are within the stipulated duration and there are limited analysis concerns regarding data reliability (see Appendix C for details). All sites achieved data capture of 80% or greater with the exception of DTs 1, 13, 19, 20 and 21. As such, DTs 1, 19, 20 and

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

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (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 2021-2025, albeit in 2022 and 2025 there are increases shown at locations (see Figure A.3 – Figure A.11). In 2022 the increase could be attributable to a return to normalised traffic conditions post COVID-19 lockdown (March 2020) where UK Government advice was given to stay at home where possible, resulting in decreased levels of traffic observed across the UK, and as such, reduced annual mean NO_2 concentrations recorded. In 2025 increased concentrations are attributable to:

a) Various major infrastructure works occurring across the district, as such increased vehicular traffic is entering and exiting the region with materials and labour to support delivery of such programmes; and

b) Rise in climate change-induced heatwaves and droughts leading to severe wildfires which subsequently altered terrestrial nitrogen cycles. These natural events exacerbated soil emissions and biomass burning, releasing reactive nitrogen oxides into the atmosphere. The transboundary migration of air pollutants may have subsequently increased localised emissions of NO_2, spiking urban air pollution.

Of the 21 sites that made up the diffusion tube monitoring network in 2025, there were 18 existing stations (DTs 1-18) and three new deployments (DTs 19, 20 and 21). The NO_2 annual mean concentration decreased at five locations across 17 sites, equating to a reduction in pollutant concentration at 29% of sites from 2024. This is a reduction in the number of sites experiencing a decrease in concentrations from 2024, which reported 88% reduction in pollutant concentrations across 18 sites from 2023. It is acknowledged that DT 1 reported no change in annual mean concentration between 2024 and 2025. DT 13 has been omitted from the comparison calculation between 2024 and 2025 monitored annual means as the site achieved limited data capture in 2025 (23.1%), <25% needed for annualisation due to its closure and subsequent relocation at DT 21, thus the dataset is deemed too small to be reliable and has been excluded from this calculation. DTs 19, 20 and 21 have also been omitted from the comparison calculation to 2024 monitored annual means as the sites were introduced in 2025 therefore an evaluation is unable to be ascertained. Hence, the calculation refers to 17 sites.

The maximum decrease in NO_2 concentration between the 2024 and 2025 monitoring years was 1.3µg/m^3 at DT 11, a roadside location on Swann Way at the roundabout junction with Spitfire Way (A260) in Hawkinge. The maximum concentration decrease is lower than the difference between 2023 and 2024 monitoring years, which reported decrease of 4.6µg/m^3 at DT 4 in Cheriton, North Folkestone, a difference of 3.3µg/m^3.

The maximum concentration in 2025 was recorded at DT 4 with 19.0µg/m^3, 21.0µg/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, 2024 and 2025 ASRs, 26.2µg/m^3, 25.1µg/m^3, 22.8µg/m^3 and 18.8µg/m^3 respectively.

Within the last five years (2021-2025), 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 in house, with intention to publish the final version prior to the 2027 ASR. It is acknowledged that the Council intended to publish the Air Quality Strategy in September 2025 but delays due to unexpected operational pressures, competing service priorities, and the need to align the document with the latest local evidence and internal review processes have impacted this delivery timeline.

The average data capture across all monitoring locations during 2025 is higher than reported in 2024, 87.7% compared to 83.8%, a difference of 3.9%. It is noted that the 2024 value calculates data capture across 18 locations whilst the 2025 figure calculates data capture across 20 sites irrespective of 21 official deployed sites in the monitoring period. DT 13 achieved data capture of 23.1% in 2025, <25% required for annualisation, therefore the dataset is deemed too small to be reliable and it has been excluded from this calculation. It is acknowledged that the highest annual mean NO_2 concentration reported in Folkestone and Hythe within the last five years was 26.2 µg/m^3 in 2021. Thus, 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 2025 dataset of monthly mean values is provided in Appendix B. The monitoring regime followed the Defra diffusion tube calendar dates with the exception of months April, May, November and December (see Appendix C). Thus, there is a degree of certainty surrounding the monitoring results provided as ~66% (a majority) of the annual period was compliant with the calendar dates set.

It is possible to infer the risk of exceedances of the 1-hour mean NO_2 objective at diffusion tube monitoring sites. LAQM.TG22 provides an empirical relationship that states exceedances of the 1-hour objective are unlikely when the annual mean concentration is below 60.0µg/m^3. Given that the highest recorded annual mean concentration at any of the diffusion tube monitoring sites is 19.0µg/m^3 in 2025 (DT 4), and the highest in the last five years is 26.2µg/m^3 in 2021 (DT 4), 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.

3.2.1.1 Lympne

In 2025 DTs 3 and 8 located in Lympne reported a decrease and increase in in annual mean NO_2 concentrations respectively (Figure A.3).

DT 3 is located on Knoll Hill/ Aldington Road (B2067) and reported an annual mean NO_2 concentration in 2024 of 12.4µg/m^3 and in 2025 11.9µg/m^3. This decrease of 0.5µg/m^3 could be attributable to the fact that the tube is located in an area of free-flowing air, therefore it is significantly reduced to the effects of localised air pollution given wind can actively disperse, dilute, and remove pollutants without obstacles. Reiterating the impact that localised meteorological conditions can have on air pollution concentrations reported annually. In addition, the tube is positioned upwind of nearby key pollution sources M20, Harringe Airstrip and Port Lympne Reserve of which experiences heavy vehicular traffic due to the nature of the road network and attraction. Thus, these sources may have a limited impact on pollutant concentrations reported in the area. It is acknowledged that access to Port Lympne Reserve is more likely to occur from the North and East directions with the A20 given it connects into Junction 11 for the M20. Therefore, visitors are likely to be idling and queueing for facilities access from these directions, downwind from the tube position. Reiterating that the tubes position upwind of key vehicular hotspot sources alongside its location in an area of free-flowing air enabling pollutant dispersion, supports a reduction in pollutant emissions at DT 3.

DT 8 reported a 2024 annual mean NO_2 concentration of 9.4µg/m^3 and in 2025 10.7µg/m^3, an increase of 1.3µg/m^3. Such increase could be due to being located <50m from a junction with Ashford Road (A20), Stone Street, and Hythe Road (A261) with traffic leading to and coming from Folkestone and Hythe respective areas, of which are popular destinations in the region. As such the route lends itself to potential increased vehicular traffic and subsequent emissions. It is also understood that road works including traffic management measures and the use of HGVs have been occurring in close proximity to this monitoring location during 2025, which further supports that the area is subject to increased vehicular traffic and associated rising emissions as well as knowledge that HGVs emit greater proportion of emissions relative to smaller vehicles such as cars. In addition, there is a bus stop located on the opposite side of Ashford Road (A20) to the tube location, therefore promoting idling whilst bus users are dropped off/ collected, encouraging a rise in concentrations to be reported.

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

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

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

In 2025 DTs 3 and 8 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 24.1µg/m^3 (DT 3) and 25.3µg/m^3 (DT 8) respectively. The locations were also below the annual mean NO_2 AQO of 40µg/m^3, by 28.1µg/m^3 (DT 3) and 29.3µg/m^3 (DT 8) respectively. Thus, the locations are compliant.

3.2.1.2 Folkestone

In 2025 Folkestone DTs 2, 5, and 9 reported increases in annual mean NO_2 concentrations reported from 2024, DT's 7 and 15 reported a decrease in annual mean NO_2 concentrations from 2024, DT 1 outlined no change between the two monitoring years and DT 20 a comparison could not be made to 2024 due to its new deployment status (Figure A.4).

DT 1 reported a 2025 annual mean NO_2 concentration of 17.0µg/m^3, identical to 2024. The consistent value could be due to a limited change in the environmental conditions surrounding the tube location. The asset is located on Cheriton Road (A2034) as such reported concentrations are indicative of frequent vehicular traffic movements particularly as the tube is positioned parallel with resident parking bays, opposite the junction with Colindge Road, within ~50m of junction with Cheriton Gardens (A2034) and subsequently two pedestrian crossings, as well as within ~75m of junction with Manor Road. Therefore, vehicle idling is likely to be high within this town centre area, increasing the pollutant concentrations reported. The 2025 data capture at DT 1 was 71.3% compared to 81.2% in 2024, therefore the decreased data capture is indicative of the elusive data in May, July and October 2025 respectively due to lost/ stolen tubes. It is acknowledged that the data capture difference is 9.9% between the two monitoring years, 2024 and 2025, and albeit below 75% threshold in 2025 as such requiring annualisation there remains a degree of reliability and accuracy in results for this location as the margin was 3.7% to require annualisation was minor. The increase in reported NO_2 annual mean concentrations could

be inducive of a stabilised monitoring trend for this location or could be indicative of the reduced data capture in comparison to 2024. The local authority will continue to monitor in this location throughout 2026 and onwards. In 2025 DT 1 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 19.0µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 23.0µg/m^3. Thus, the location is compliant.

DT 2 reported an annual mean NO_2 concentration in 2025 of 15.3µg/m^3, 2.3µg/m^3 higher than in 2024 which reported 13.0µg/m^3. The tube is located on Cheriton Place, ~50m westward of Royal Mail Folkestone Delivery Office, ~75m westward of ASDA Supermarket Delivery Depot and ~150m from the supermarket store/ car park, and ~70m eastward of Sainsbury's Supermarket and Car Park. As such the increase at this location could be attributed to increased traffic in the area due to the services these facilities provide and provisions at the sites for vehicle parking promoting idling whilst shoppers and workers are dropped off/ collected by buses, taxis, cars and other automobiles. Moreover, the 'Road of Remembrance' ~200m south-east of the site is closed due to recent environmental disasters, therefore the surrounding highway network has experienced an increase in vehicular traffic due to commuters seeking alternative routes to end destinations, inclusive of Cheriton Place. Furthermore, Cheriton Place is relatively narrow as such a street canyon effect could also have exacerbated effects from increased traffic flows and induced the rise in concentration between 2024 and 2025 with buildings obstructing horizontal wind flow leaving pollutants suspended and concentrated in the area. The 2025 data capture at DT 2 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location. In 2025 DT 2 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 20.7µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 24.7µg/m^3. Thus, the location is compliant.

DT 5 reported a 2025 annual mean NO_2 concentration of 16.8µg/m^3, compared to 15.3µg/m^3 in 2024, a rise of 1.5µg/m^3. The increase could be attributed to tube position on Black Bull Road (A529), a core route through central Folkestone which links with A20 and M20, two core routes within the district that are key for movement of personnel and goods. Furthermore, the A529 leads south-west to provide access to neighbouring areas Seabrook, Hythe and New Romney, thus, the route will likely experience increased traffic flows. In addition, there are several facilities surrounding DT 5 of which could induce vehicle idling whilst personnel access/ exit services with goods, alongside being located

~500m eastward from Royal Victoria Hospital that is likely to cause increased NO_2 concentrations in the area primarily due to delivery vehicles in loading docks and ambulance bays, and localised traffic causing subsequent nearby urban congestion. The 2025 data capture at DT 5 was 100% compared to 81.7% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location. In 2025 DT 5 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 19.2µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 23.2µg/m^3. Thus, the location is compliant.

DT 7 reported an annual mean NO_2 concentration in 2025 of 11.8µg/m^3, 0.6µg/m^3 lower than in 2024 which reported 12.4µg/m^3. The decrease at this location could be associated with its proximity to Goldwyn School (~150m south-west), Stella Maris Catholic Primary School (~200m south-west), and Folkestone Academy (~250m north-west) of which may induce restricted vehicle access alongside promoting sustainable travel methods such as bus usage given the various stops along Park Farm Road to provide school access. It is acknowledged that various school grounds are extensive, with fields and surrounding trees alongside 'The Woods of Doormond' being <80m from the site thus, vegetation acts as natural physical barrier and filters pollutant concentrations, supporting a reduction in the public realm. It is acknowledged that DT 7 is directly opposite two bus stops as such, alike DT 6, the locality supports pollutant contribution from idling vehicles whilst personnel enter and exit the transport combined with the likelihood that the transport method operates on diesel fuel, which produces increased NO_2 emissions from combustion. However, there is a declining trend noted at this tube location between 2021-2025 thus the proximity to bus stops does not appear to contribute significantly to the annual mean NO_2 concentration reported. The 2025 data capture at DT 7 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decrease in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location. In 2025 DT 7 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 24.2µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 28.2µg/m^3. Thus, the location is compliant.

DT 9 reported a 2025 annual mean NO_2 concentration of 17.7µg/m^3, compared to 17.2µg/m^3 in 2024, a rise of 0.5µg/m^3. The increase in concentrations could be attributed to being positioned along Cherry Garden Avenue (A2034), a dual carriageway route ~200 m south of a major roundabout junction connecting A2034, A259, A20 and M20, with

Department for Transport (DfT) Count Point Traffic Statistics reporting an annual average daily flow of all motor vehicles along A2034 at 15,018 in 2025, an increase from 2024 at 14,961. In addition, the site is located opposite IMO Car Wash Facilities where idling vehicles would be common, thus increasing emissions within the local area through incomplete combustion as engines do not operate at optimal temperatures, leading to inefficient fuel burn and enhanced pollutant release. Moreover, the site is located <400m from Farm Park Retail Park, a large out-of-town retail park, which encourages a heavy reliance on private vehicles thus consumer and employee transportation contributes to shopping-related NO_2 emissions release. The Euro-Channel Tunnel railway lines is ~470 north of the site, supporting increased emissions being reported in the local area due to the likelihood that the transport method operates on diesel fuel, which produces increased NO_2 emissions from combustion, as well as service occurrence (~4 services an hour) contributing to frequency of emission release. The 2025 data capture at DT 9 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location although data from 2021-2024 demonstrates a declining trend thus it is likely the 2025 annual NO_2 mean is characteristic of the conditions experienced in 2025 only. In 2025 DT 9 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 18.3µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 22.3µg/m^3. Thus, the location is compliant.

DT 15 reported an annual mean NO_2 concentration in 2025 of 17.0µg/m^3, 0.4µg/m^3 lower than in 2024 which reported 17.4µg/m^3. The 2025 data capture at DT 15 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decrease in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location previously not captured accurately due to reduced data capture. The minor decrease in concentrations could also be attributed to the tube positioning on Sandgate Road / Sandgate Hill (A259) which operates in a coastal, residential area of Folkestone. Given the route feeds into Radnor Cliff Crescent and Lower Sandgate Road which extend west to join Sandgate High Street and eastward into Folkestone Town Centre, the route lends itself to potential increased vehicular traffic and subsequent emissions, particularly during the spring/ summer periods with ‘coastal tourism’. Therefore, there is marginal change between the two monitoring periods as the route remains popular by commuters. The location may also be susceptible to annual NO_2 concentrations through contribution from idling vehicles as it is located within a residential area near to driveways and is opposite Sandgate Road

Surgery which may incur frequent visitors throughout operational hours. In 2025 DT 15 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 19.0µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 23.0µg/m^3. Thus, the location is compliant.

DT 20 was introduced to the network in 2025 and reported an annual mean NO_2 concentration of 17.8µg/m^3. This site was included due to a recent land slip at 'Road of Remembrance' which resulted in this road being closed thus, traffic was diverted through Tram Road. The local authority wanted to assess the impacts such diversion might have on local air quality in this area, hence the newly established monitoring location in 2025. The tube is located on Tram Road (A260), at the junction with Martello Road and ~100m north from a pedestrian crossing. As such this location could be subject to high volume of vehicle idling within this town centre area, with potential for increased pollutant concentrations reported. In addition, the A260 feeds into the A20 which connects with Junction 13 for the M20, with enhanced vehicular traffic experienced on this route due to the nature of this highway network. Although, increased NO_2 concentrations are not yet known given the asset has been in situ for less than one year and the 'Road of Remembrance' has been closed recently for works. Data capture at DT 20 was 48.8% in 2025, <50% of the annual period despite being deployed in Q2 2025. Thus, NO_2 annual mean concentration reported at DT 20 is not indicative of a full monitoring period to ascertain a representative outcome and interpretations of reasoning for pollutant record. The local authority will continue to monitor concentrations in this area throughout 2026 and onwards to accumulate a database. DT 20 was below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 18.2µg/m^3 in 2025 and below the annual mean NO_2 AQO of 40µg/m^3 by 22.2µg/m^3 in 2025. Thus, the location is compliant.

3.2.1.3 Hawkinge

In 2025 DT 11 located in Hawkinge reported an annual mean NO_2 concentration of 13.2µg/m^3 compared to 14.5µg/m^3 in 2024 (Figure A.5). The concentration decrease of 1.3µg/m^3 at this location is potentially due to the tube location ~150m from Kid Ease educational facility and The Churchill School. The academic institutions may implement restricted vehicle access and encourage active travel habits during operational hours, particularly drop off and pick up times. In addition, it is acknowledged that The Churchill School grounds are extensive, with playgrounds, fields, and surrounding trees acting as natural physical barriers and filters to pollutant concentrations, supporting a reduction in the public realm. This is likely experienced north and south of the tube location with dense

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

The 2025 data capture at DT 11 was 92.3% compared to 57.8% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decline in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location.

In 2025 DT 11 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 22.8µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 26.8µg/m^3. Thus, the location is compliant.

3.2.1.4 Pennypot

DT 6 reported an annual mean NO_2 concentration of 9.7µg/m^3 in 2025, 2.3µg/m^3 higher than in 2024 (7.4µg/m^3) (Figure A.6). The increase in concentration reported here could be attributed to its geographical positioning within close proximity (<20m) to Dymchurch Road (A259), an adjoining junction (~50m) with Martello Drive, and ~20m westward from a bus stop. The A259 highway route is a core network for personnel and goods movement along the south coast through the Folkestone and Hythe District. As such, it is likely to experience increased vehicular traffic with idling vehicles frequent at the junction with Martello Drive to access / exit residential properties. Furthermore, the nearby bus stop is likely to support pollutant increase at this location with idling vehicles prevalent whilst personnel enter and exit the transport combined with the likelihood that the transport method operates on diesel fuel, which produces increased NO_2 emissions from combustion.

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

In 2025 DT 6 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 26.3µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 30.3µg/m^3. Thus, the location is compliant.

3.2.1.5 Romney

In 2025 DTs 10, 17 and 18 located in Romney all reported increases in annual mean NO_2 concentrations respectively (Figure A.7).

DT 10 is located on Lydd Road (A259) and reported annual mean NO_2 concentration of 11.8µg/m^3 in 2024 and 12.1µg/m^3 in 2025, an increase of 0.3µg/m^3 between the two monitoring periods. This increase could be attested to locality of the tube along the A259 which connects New Romney and Old Romney as well as feeding into A2070 leading towards Ashford, a major hub within the south-east for transportation networks and logistics. Thus, the route is likely to experience increased vehicular movements between these areas. In addition, it is noted that aspects of the A259 are up to 60mph as such when vehicles travel at higher speeds engines burn more fuel and operate at higher loads, exponentially increasing the production of primary NO_2 exhaust emissions, supporting the increased concentration reported in 2025. It is also acknowledged that the land surrounding the tube location is more rural as such the increased concentration reported in 2025 could be indicative of farming activities occurring, with application of synthetic fertilisers and livestock manure contributing to the value noted (12.1µg/m^3). In 2025 DT 10 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 23.9µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 27.9µg/m^3. Thus, the location is compliant. The 2025 data capture at DT 10 was 100% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, albeit a marginal change (0.3µg/m^3).

DT 17 is located on St Andrews Road, to the south of Romney Warren Golf Club and Car Park and to the west of Littlestone Golf Club and Car Park by approximately 30m and 130m respectively. The tube reported an increase in annual mean NO_2 concentration in 2025 from 2024, 9.8µg/m^3 from 9.0µg/m^3 respectively, a change of 0.8µg/m^3. The increase in reported annual mean NO_2 concentration at this particular location could be due to its geolocality within approximately 350m of the Coast Road and seafront, thus contributions from boat emissions may influence the site alongside increased vehicular traffic as they access the coastal area. In addition, the tube is located within close proximity of recreational facilities (golf clubs) with car parks attached, as such there is likely to be increased traffic in the area due to the services this facility provides and provisions at the site for vehicle parking promoting idling whilst personnel are accessing/ exiting the site or being dropped off/ collected. In addition, the prevailing wind direction is south-westerly in

this region, as such the tube is downwind from local emission sources in the area such as New Romney Train Station and New Romney Wastewater Treatment Plant. These premises encourage increased annual mean NO_2 concentrations in the local area due to diesel exhaust emissions from trains and associated idling on platforms, as well as frequent vehicular movement from the wastewater facility to remove sludge, chemical deliveries, and overall waste throughout a daily profile of standard operating hours (e.g. 09:00-17:00). Furthermore, concentrations can also be attributed to boat emissions due to its coastal location as well as being susceptible to annual NO_2 concentrations through contribution of transboundary pollution migration from broader destinations, as Folkestone and Hythe District is coastal. In 2025 DT 17 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 26.2µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 30.2µg/m^3. Thus, the location is compliant. The 2025 data capture at DT 17 was 82.1% compared to 89.2% in 2024, with the reduced data capture indicative of the stolen/ lost tubes in March and October 2025 respectively with no data yielded. It is acknowledged that the data capture difference is 7.1% between the two monitoring years, 2024 and 2025, above the 75% threshold for annualisation as such there remains a degree of reliability and accuracy in 2025 results for this location. The increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, albeit a marginal change (0.8µg/m^3), or could be indicative of the reduced data capture in comparison to 2024. The local authority will continue to monitor in this location throughout 2026 and onwards.

DT 18 is located on Littlestone Road (B2071) within close proximity to New Romney Train Station by approximately 250m. In 2024 the tube reported an annual mean concentration of 11.5µg/m^3 whereas in 2025 it reported a value of 11.9µg/m^3, an increase of 0.4µg/m^3. Alike DT 17 the proximity of the tube to New Romney Train Station is indicative of increased annual mean NO_2 concentrations through contributions from increased vehicular traffic along the B2071 to access the train station, idling vehicles within the premises, coupled with emissions from diesel powered trains and idling at platforms. In addition, GJB Autos, a vehicle garage and repair premises is approximately 220m from the tube location. This location is indicative of increased NO_2 contributions for the local area primarily due to poor ventilation, combined with vehicle engines idling and accelerating in enclosed spaces up ramps etc for inspection, testing and repairs. It is also noted that the tube is located between two resident driveways, as such there is likely to be frequent vehicle activity on a weekday and weekend with entry and exit of the premises, including vehicle idling to access the B2071 pending traffic flow. In 2025 DT 18 remained below the 10% threshold

of the annual mean NO_2 AQO (36µg/m^3) by 24.1µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 28.1µg/m^3. Thus, the location is compliant. The 2025 data capture at DT 18 was 100% compared to 80.4% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, albeit a marginal change (0.4µg/m^3).

3.2.1.6 Seabrook

In 2025 DTs 12, 14 and 16 located in Seabrook reported increases (DTs 12 and 16) and a decrease (DT 14) in annual mean NO_2 concentrations respectively (Figure A.8).

DT 12 is located on Horn Street south of the junction with Valestone Close by approximately <10m. The tube reported annual mean NO_2 concentration of 12.4µg/m^3 in 2024 and 12.8µg/m^3 in 2025, an increase of 0.4µg/m^3 between the two monitoring periods. This increase could be attested to the proximity with Valestone Close junction where idling vehicles are likely to be for entering/ exiting that road, thus engines burn fuel inefficiently and produce high levels of exhaust emissions contributing to increased NO_2 concentrations. Furthermore, Horn Street is relatively narrow as such a street canyon effect could also have induced the rise in concentration between the two periods with buildings obstructing horizontal wind flow leaving pollutants suspended and concentrated in the area. In 2025 DT 12 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 23.2µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 27.2µg/m^3. Thus, the location is compliant. The 2025 data capture at DT 12 was 100% compared to 72.8% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, albeit a marginal change (0.4µg/m^3).

DT 14 is located on Princes Parade, to the south-west of Seapoint Canoe Centre and Car Park by approximately 50m. The tube reported a decrease in annual mean NO_2 concentration in 2025 from 2024, 11.9µg/m^3 from 12.6µg/m^3, a change of 0.7µg/m^3. The decrease in reported annual mean NO_2 concentration at this particular location could be due to its positioning along the King Charles III England Coast Path - South East and nearby Seabrook Nature Reserve Path of which encourage active transportation, thus reducing vehicles usage in the area. It is acknowledged that the full national trail was inaugurated on 19th March 2026, as such the extent to which 2025 concentrations have been influenced is limited. Furthermore, approximately 250m eastward there is an EV

charging station, supporting the use of cleaner vehicle uptake than combustion fuel in the area. In addition, the prevailing wind direction is south-westerly in this region, as such the tube is upwind from local emission sources in the area. Concentrations can also be attributed to boat emissions due to its coastal location as well as being susceptible to annual NO_2 concentrations through contribution of transboundary pollution migration from broader destinations, as Folkestone and Hythe District is coastal. In 2025 DT 14 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 24.1µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 28.1µg/m^3. Thus, the location is compliant. The 2025 data capture at DT 14 was 92.3% compared to 72.8% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the decrease in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, albeit a marginal change (0.7µg/m^3).

DT 16 is located on Seabrook Road (A259) within close proximity to Seabrook Church of England (C of E) Primary School and the junction with Hospital Hill (B2063) by approximately 25m. In 2024 the tube reported an annual mean concentration of 12.1µg/m^3 whereas in 2025 it reported a value of 13.0µg/m^3, an increase of 0.9µg/m^3. Alike DT 12 the proximity of the tube to a junction is indicative of increased annual mean NO_2 concentrations through contributions from idling vehicles, coupled with a bus stop identified opposite the school premises, further attributing a concentration increase to idling vehicles particularly as vast majority of buses still operate on diesel fuel, which produces increased NO_2 emissions from combustion. Despite the environment lending itself to idling vehicles as a potential source for the increased NO_2 concentrations reported in 2025, it is recognised there are double yellow lines and ‘School Keep Clear’ cordoned area on the highway parallel to the school’s front entrance, as such seeking to limit this activity and associated contribution. In 2025 DT 16 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 23µg/m^3 and below the annual mean NO_2 AQO of 40µg/m^3 by 27µg/m^3. Thus, the location is compliant. The 2025 data capture at DT 16 was 90.4% compared to 89.2% in 2024, therefore the increased data capture is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, albeit a marginal change (0.9µg/m^3).

3.2.1.7 Stanford

In 2025 DT 4 reported an annual mean NO_2 concentration of 19µg/m^3 compared to 2024 of 18.8µg/m^3 (Figure A.9). This marginal increase of 0.2µg/m^3 could be attributed to tube

position downwind by approximately 200m from Innov8 Construction Training Centre and Martin Civil Engineering Facility. Activities at these two locations lend themselves to cause localised spikes in NO_2 primarily through diesel-powered machinery, generators, and heavy goods vehicle (HGV) traffic. This Non-Road Mobile Machinery (NRMM) could account for local emissions reported at DT 4 particularly the increase reported in 2025.

DT 13 reported an annual mean NO_2 concentration of 17µg/m^3, an increase of 9µg/m^3 compared to 2024 (8µg/m^3) (Figure A.9). However, it is acknowledged that DT 13 was removed from the monitoring network after March 2025 and relocated elsewhere in the district as DT 21. Therefore, the concentration reported is not reflective of the annual site conditions likely to have been experienced during 2025 monitoring year, particularly as the dataset was unable to be annualised due to limited data capture. Hence, the value is omitted from further analytical discussion.

The 2025 data capture at DT 4 and 13 were 92.0% and 23.1% respectively compared to 89.2% and 89.2% in 2024. Therefore, the increased data capture at DT 4 is indicative of improved result accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, although it is acknowledged that the annual mean NO_2 increase between 2024 and 2025 at DT 4 reported is marginal (0.2%). The reduced data capture at DT 13 is due to site closure and relocation to a new asset position. Therefore, the 2025 annual mean NO_2 concentration provided is not representative of monitoring location and the inability to annualise the dataset due to it being too limited encourages its rejection as there are data reliability and accuracy concerns.

In 2025 both DT 4 and 13 remained below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 17µg/m^3 and 19µg/m^3 respectively, and below the annual mean NO_2 AQO of 40µg/m^3 by 21µg/m^3 and 23µg/m^3 respectively. Thus, the locations are compliant albeit DT 13 is disregarded due to aforementioned reasoning.

3.2.1.8 Sellindge

In 2025 DT 21 was a new tube deployment, replacing DT 13 from April onwards, and reported an annual mean NO_2 concentration of 12.5µg/m^3 (Figure A.10).

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

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

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

DT 21 was below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 23.5µg/m^3 in 2025 and below the annual mean NO_2 AQO of 40µg/m^3 by 27.5µg/m^3 in 2025. Thus, the location is compliant.

3.2.1.9 Hythe

DT 19 was introduced to the network in 2025 and reported an annual mean NO_2 concentration of 13.2µg/m^3 (Figure A.11).

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

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

Data capture at DT 19 was 44.4% in 2025, <50% of the annual period despite being deployed in Q2 2025. Thus, NO_2 annual mean concentration reported at DT 19 is not indicative of a full monitoring period to ascertain a representative outcome and interpretations of reasoning for pollutant record. The local authority will continue to monitor concentrations in this area throughout 2026 and onwards to accumulate a database.

DT 19 was below the 10% threshold of the annual mean NO_2 AQO (36µg/m^3) by 22.8µg/m^3 in 2025 and below the annual mean NO_2 AQO of 40µg/m^3 by 26.8µg/m^3 in 2025. Thus, the location is compliant.

3.2.2 Particulate Matter (PM_{10})

Particulate Matter (PM_{10}) was not monitored by Folkestone and Hythe District Council in 2025.

3.2.3 Particulate Matter ($PM_{2.5}$)

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

3.2.4 Sulphur Dioxide (SO_2)

Sulphur Dioxide (SO_2) was not monitored by Folkestone and Hythe District Council in 2025.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Cheriton Road	Roadside	622584	135820	NO_2	No	1.0	1.2	No	3.0
DT2	Cheriton Place	Roadside	622400	136100	NO_2	No	5.0	1.8	No	2.6
DT3	Wear Bay Road	Roadside	609964	135279	NO_2	No	11.5	3.0	No	3.5
DT4	Black Bull Road	Roadside	612900	138200	NO_2	No	1.0	5.0	No	3.0
DT5	Martello Cottages	Roadside	622734	136769	NO_2	No	7.0	10.0	No	2.5
DT6	Cold Harbour	Roadside	614552	134012	NO_2	No	178.4	3.4	No	2.0
DT7	Oak	Roadside	622396	136976	NO_2	No	6.0	3.5	No	2.6
DT8	Stanford North	Urban Background	612964	136190	NO_2	No	N/A	N/A	No	2.0
DT9	Cherry Garden Avenue	Roadside	621248	137352	NO_2	No	7.5	8.0	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT10	Martins Cottages	Roadside	604116	124888	NO_2	No	1.2	1.0	No	2.5
DT11	Hawkinge	Roadside	621436	139593	NO_2	No	1.2	1.0	No	3.0
DT12	Horn Street	Kerbside	618860	135899	NO_2	No	1.0	1.0	No	2.0
DT13	Kennett Lane	Rural	612481	137978	NO_2	No	91.0	0.0	No	2.0
DT14	Princes Parade	Roadside	618727	134797	NO_2	No	39.0	1.0	No	2.0
DT15	Dixiwell	Roadside	621361	135511	NO_2	No	15.0	0.0	No	2.0
DT16	Seabrook Road	Roadside	618680	134977	NO_2	No	8.0	0.0	No	2.0
DT17	St Andrews Road	Roadside	608206	124832	NO_2	No	21.5	0.0	No	2.0
DT18	Littlestone Road	Roadside	607675	124699	NO_2	No	16.3	0.0	No	2.0
DT19	Hythe	Roadside	615342	134808	NO_2	No	21.0	0.0	No	2.5
DT20	Tram Road	Roadside	623398	136523	NO_2	No	1.0	0.0	No	2.5
DT21	Sellindge Main Road	Kerbside	610429	138078	NO_2	No	21.0	0.0	No	2.5

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean 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 2025 (%) (2)	2021	2022	2023	2024	2025
DT1	622584	135820	Roadside	71.3	71.3	21.6	20.0	18.9	17.0	17.0
DT2	622400	136100	Roadside	100.0	100.0	16.7	16.7	15.4	13.0	15.3
DT3	609964	135279	Roadside	92.6	92.6	13.2	15.0	13.2	12.4	11.9
DT4	612900	138200	Roadside	92.0	92.0	26.2	25.1	22.8	18.8	19.0
DT5	622734	136769	Roadside	100.0	100.0	20.9	21.0	19.8	15.3	16.8
DT6	614552	134012	Roadside	100.0	100.0	9.9	10.8	9.4	7.4	9.7
DT7	622396	136976	Roadside	100.0	100.0	16.0	15.9	14.6	12.4	11.8
DT8	612964	136190	Urban Background	90.9	90.9	12.6	13.0	11.1	9.4	10.7
DT9	621248	137352	Roadside	100.0	100.0	23.2	22.2	21.8	17.2	17.7
DT10	604116	124888	Roadside	100.0	100.0	14.0	14.4	11.8	11.8	12.1
DT11	621436	139593	Roadside	92.3	92.3	16.8	16.0	15.3	14.5	13.2
DT12	618860	135899	Kerbside	100.0	100.0	14.7	14.8	14.2	12.4	12.8
DT13	612481	137978	Rural	23.1	23.1	10.8	11.0	9.3	8.0	17.0(4)
DT14	618727	134797	Roadside	92.3	92.3	13.2	14.0	15.1	12.6	11.9
DT15	621361	135511	Roadside	100.0	100.0	20.2	20.3	19.5	17.4	17.0

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
DT16	618680	134977	Roadside	90.4	90.4	18.0	15.8	14.7	12.1	13.0
DT17	608206	124832	Roadside	82.1	82.1	9.6	9.8	8.9	9.0	9.8
DT18	607675	124699	Roadside	100.0	100.0	15.3	12.6	14.1	11.5	11.9
DT19	615342	134808	Roadside	44.4	44.4	N/A(3)	N/A(3)	N/A(3)	N/A(3)	13.2
DT20	623398	136523	Roadside	48.8	48.8	N/A(3)	N/A(3)	N/A(3)	N/A(3)	17.8
DT21	610429	138078	Kerbside	57.3	57.3	N/A(3)	N/A(3)	N/A(3)	N/A(3)	12.5

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

☒ **Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction.**

☒ **Where exceedances of the 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 2025.**

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%).

(3) Where N/A is referenced the tube location was not deployed in that annual period.

(4) DT 13 reported data capture <25% as such was unable to be annualised. Thus, the annual mean value reported is for completion only and should be referred to with caution as the dataset is deemed too small to be reliable.

Figure A.1 – Trends in Annual Mean NO_2 Concentrations – Diffusion Tubes 1-10

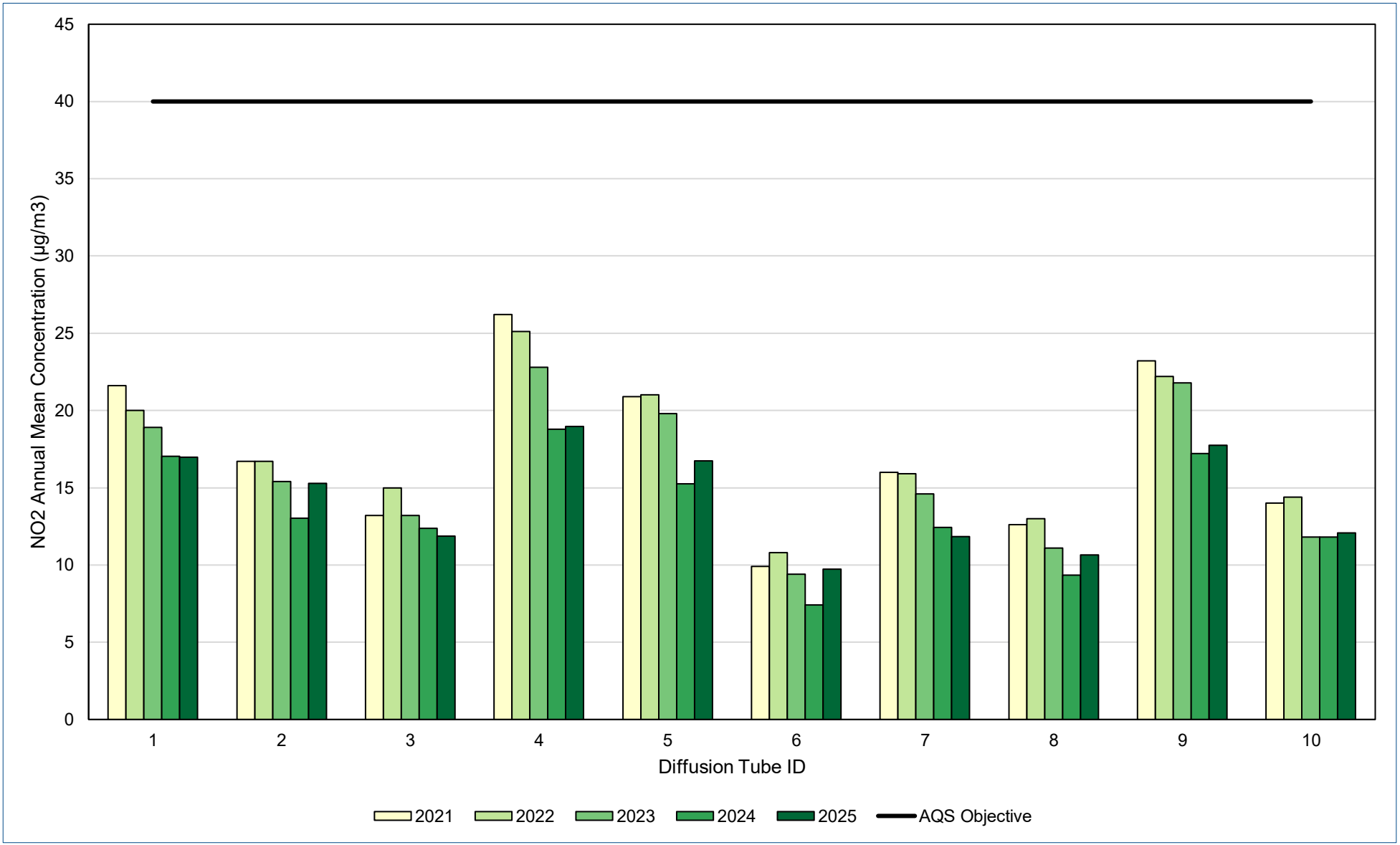


Figure A.2 – Trends in Annual Mean NO_2 Concentrations – Diffusion Tubes 11- 21

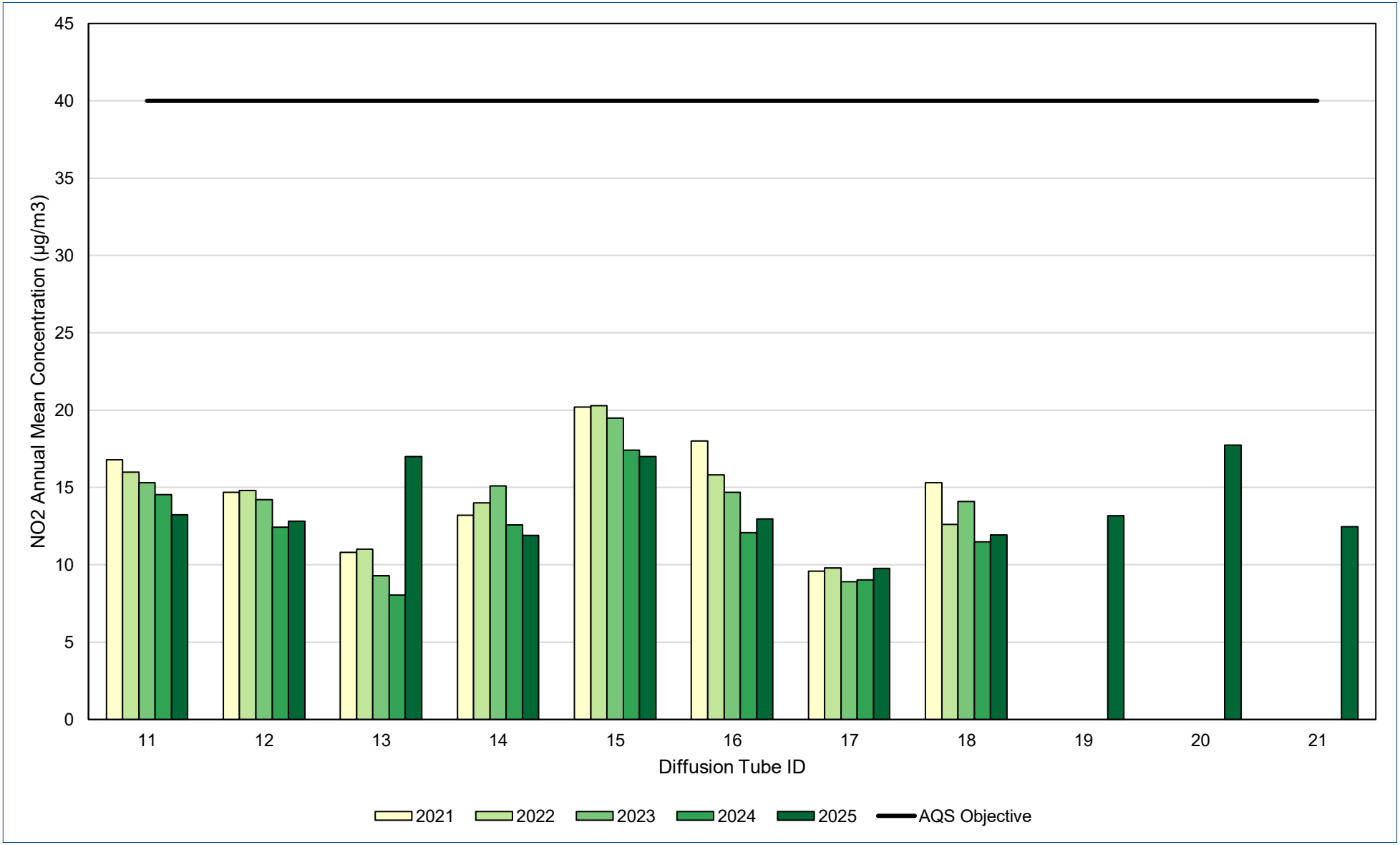


Figure A.3 – Trends in Annual Mean NO_2 Concentrations – Lympne (Diffusion Tubes 3 and 8)

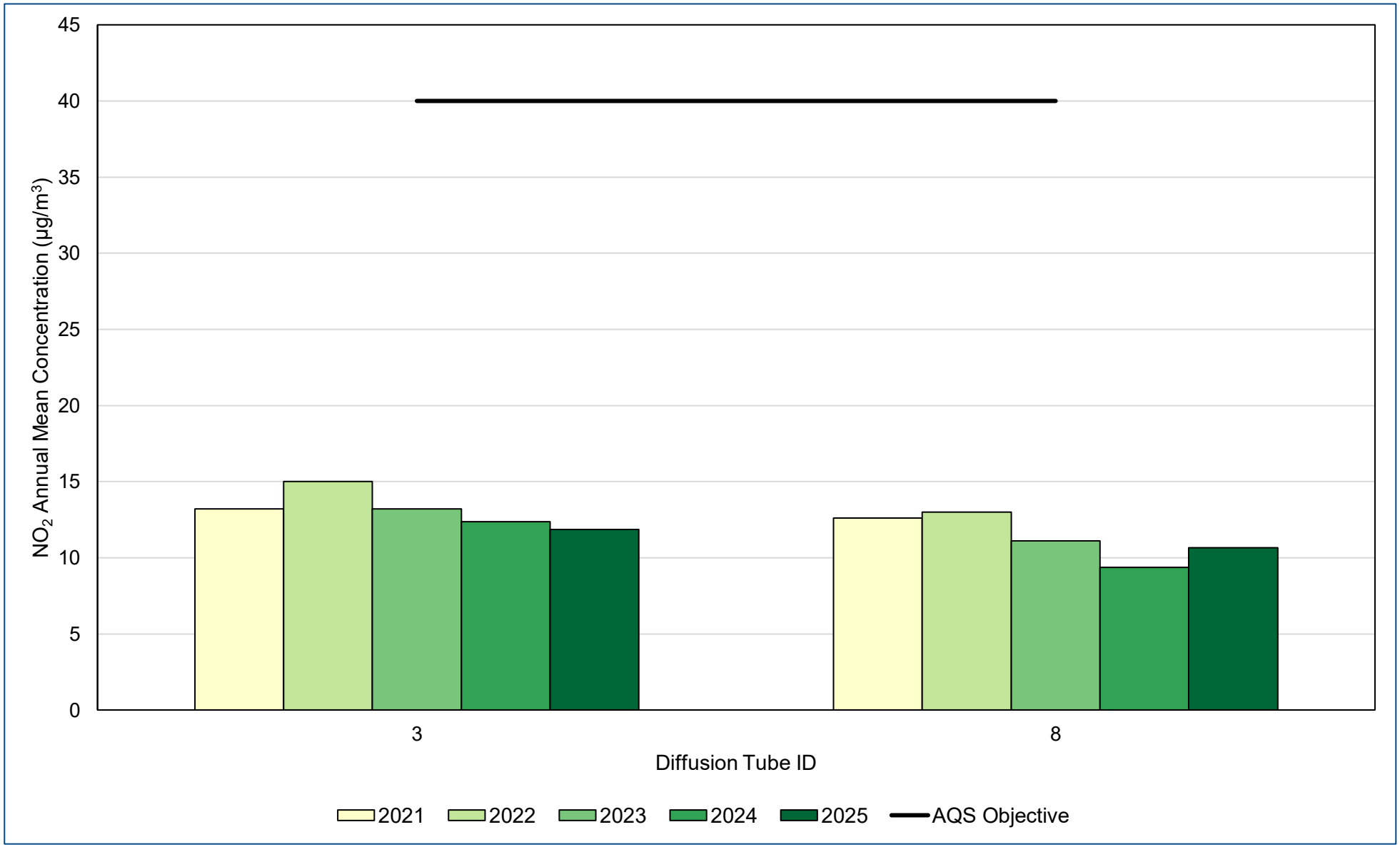


Figure A.4 – Trends in Annual Mean NO_2 Concentrations – Folkestone (Diffusion Tubes 1, 2, 5, 7, 9, 15 and 20)

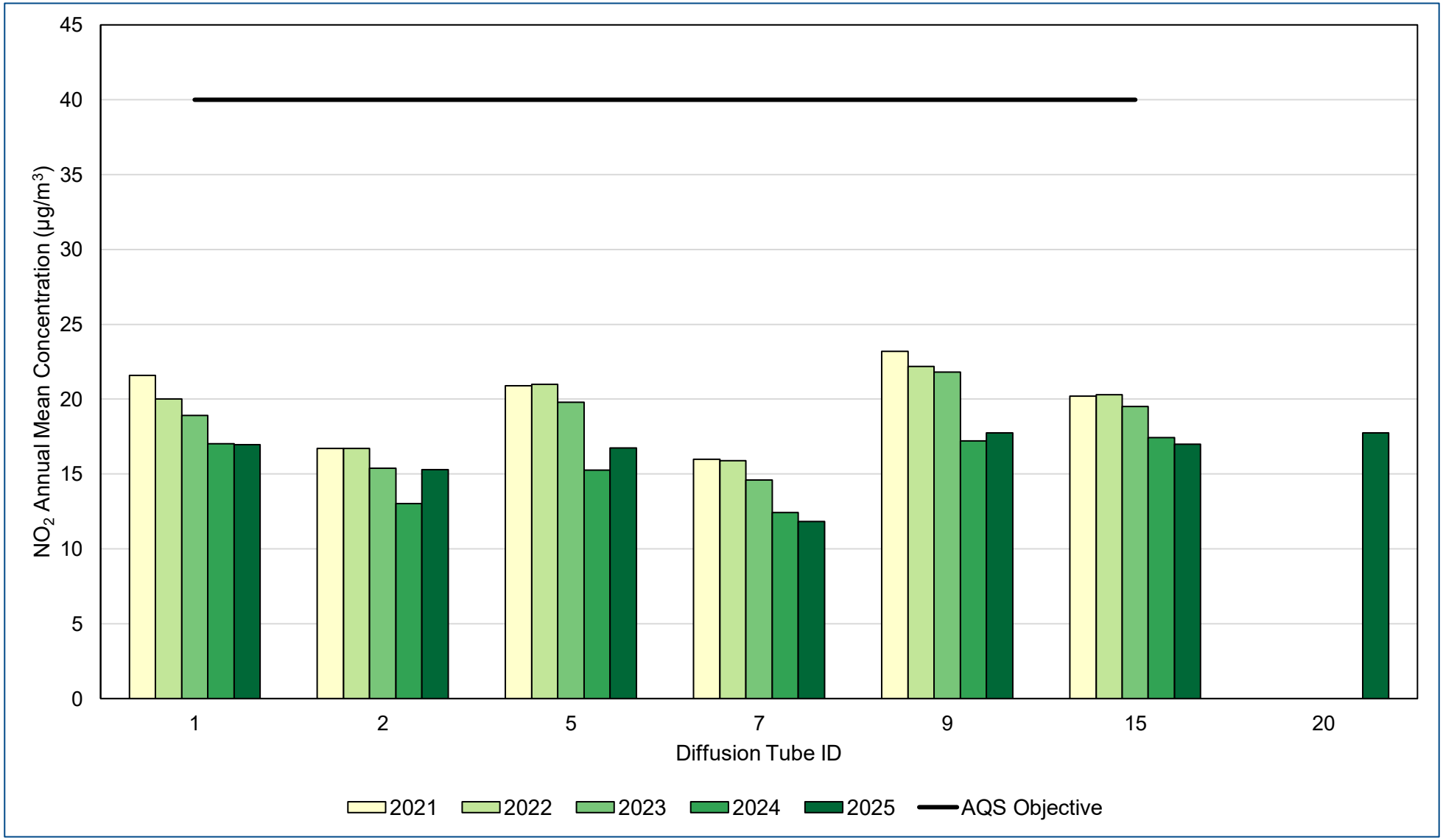


Figure A.5 – Trends in Annual Mean NO_2 Concentrations – Hawkinge (Diffusion Tube 11)

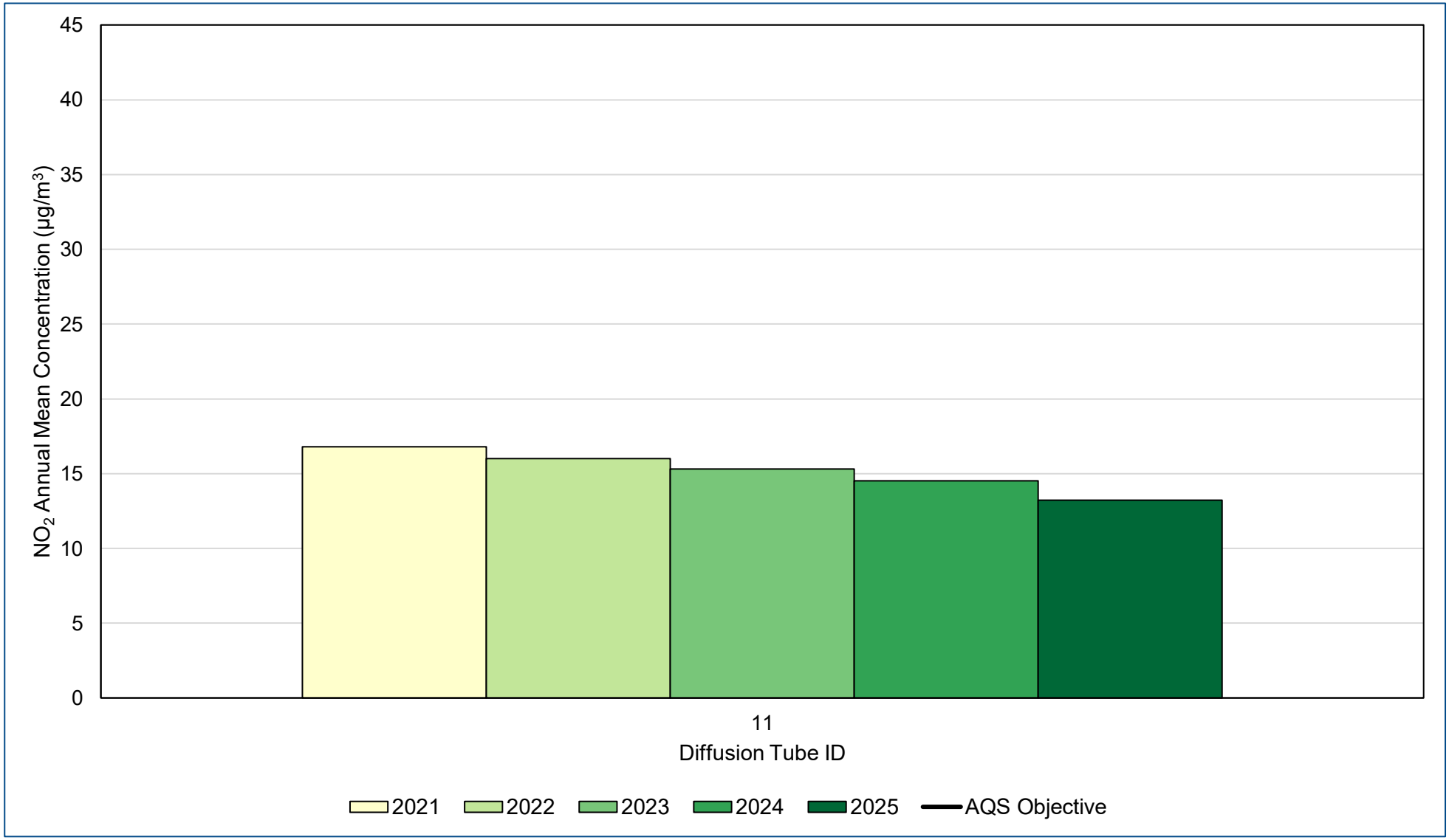


Figure A.6 – Trends in Annual Mean NO_2 Concentrations – Pennypot (Diffusion Tube 6)

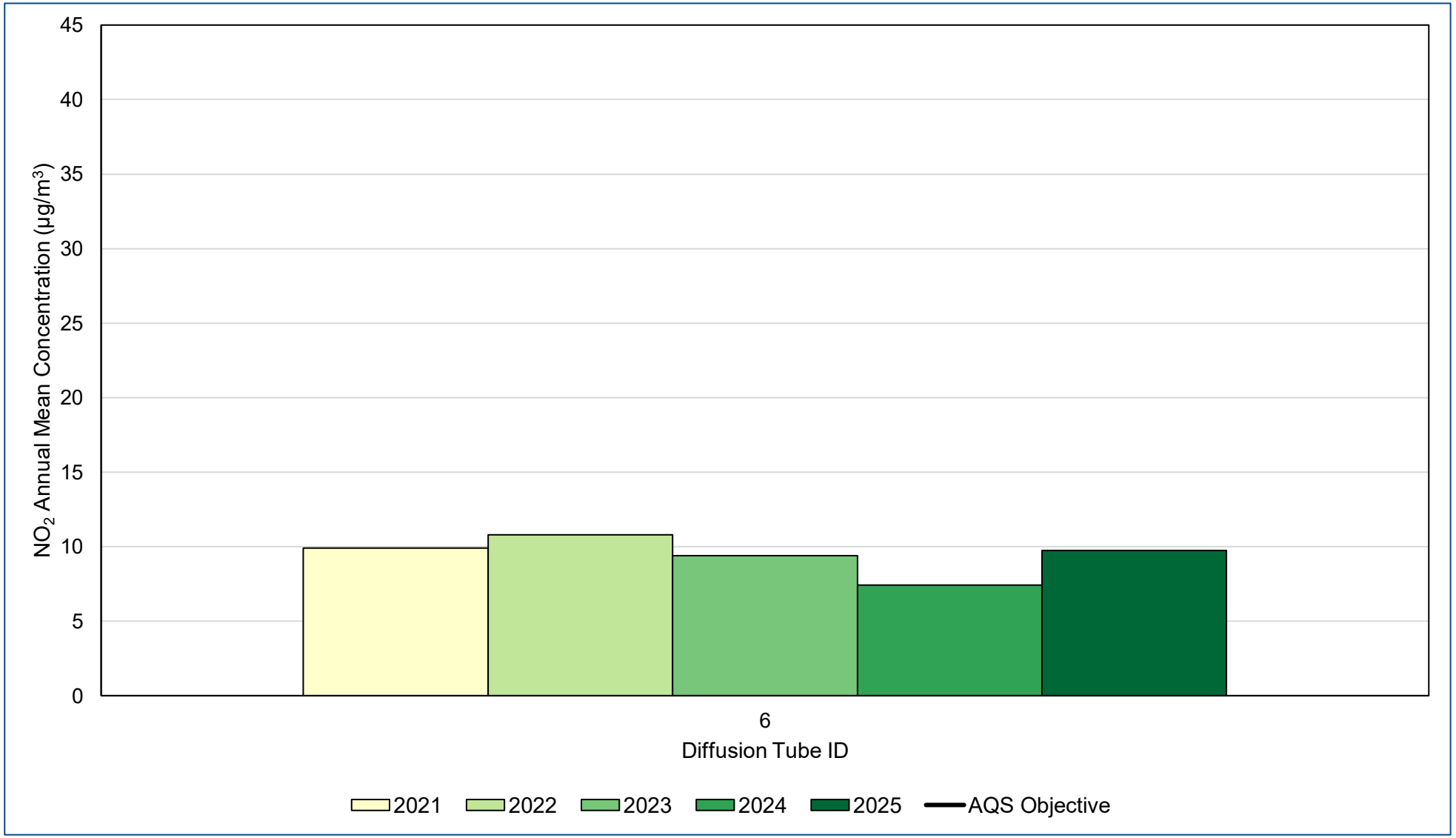


Figure A.7 – Trends in Annual Mean NO_2 Concentrations – Romney (Diffusion Tubes 10, 17 and 18)

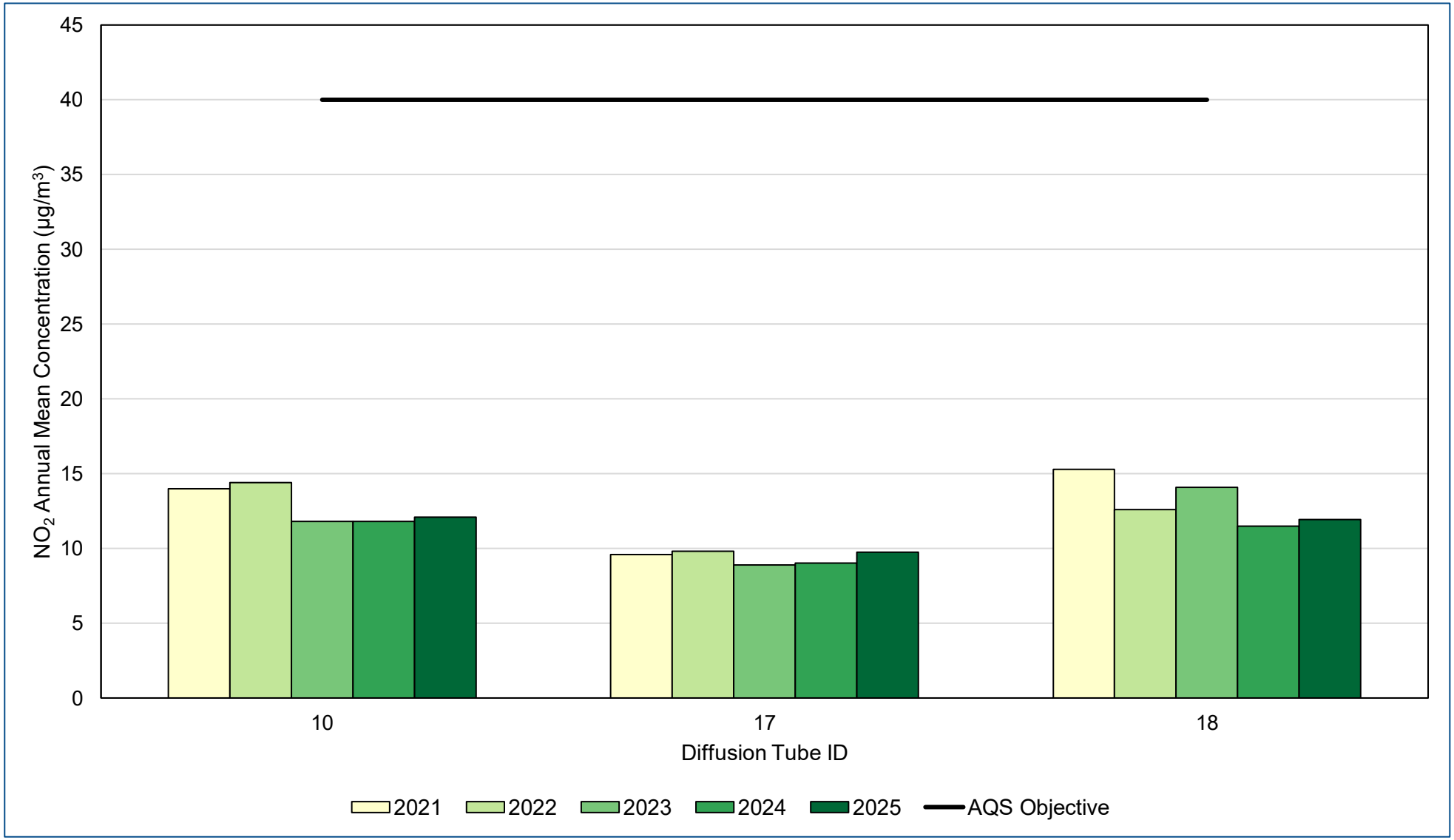


Figure A.8 – Trends in Annual Mean NO_2 Concentrations – Seabrook (Diffusion Tubes 12, 14 and 16)

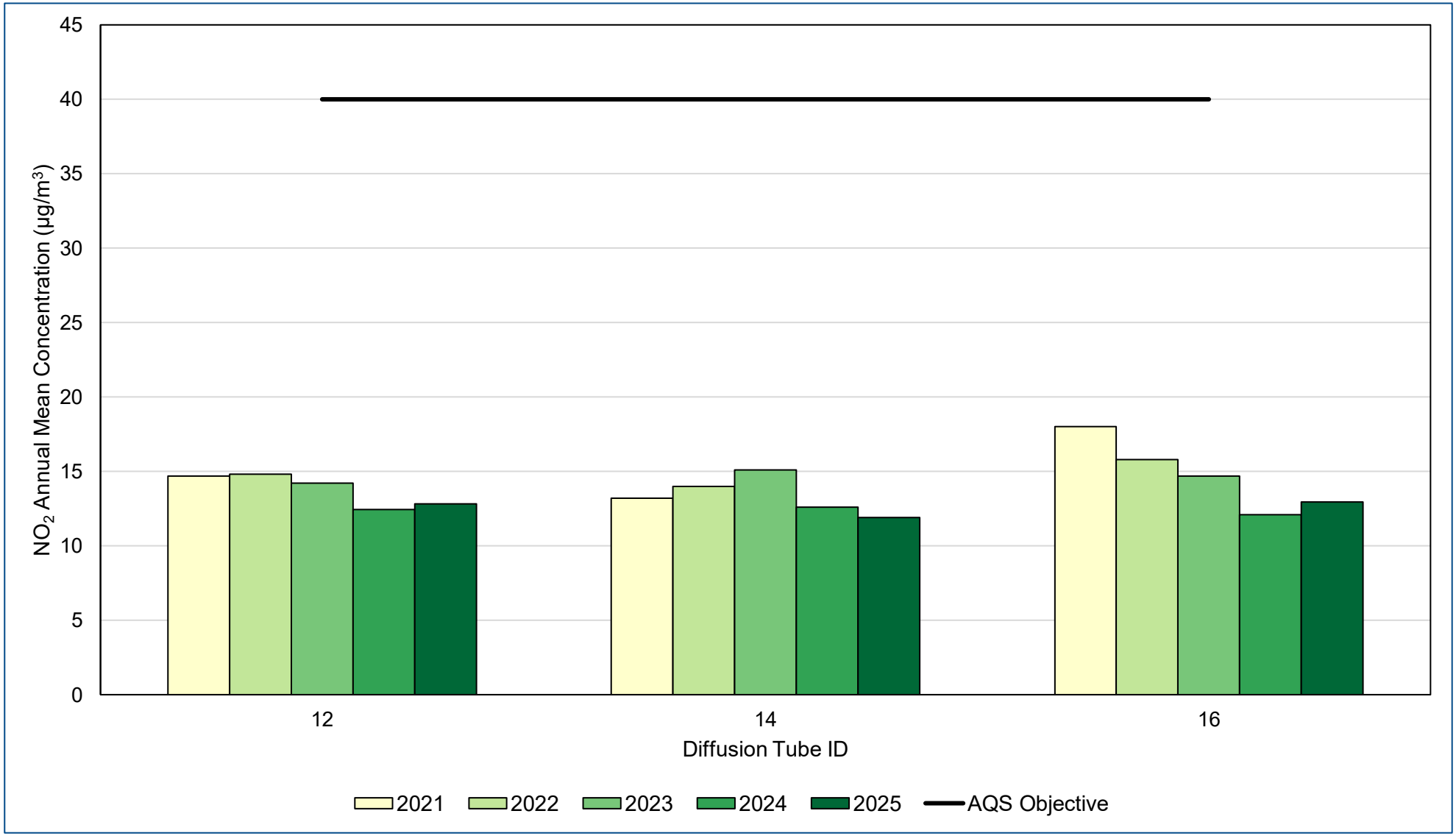


Figure A.9 – Trends in Annual Mean NO_2 Concentrations – Stanford (Diffusion Tubes 4 and 13)

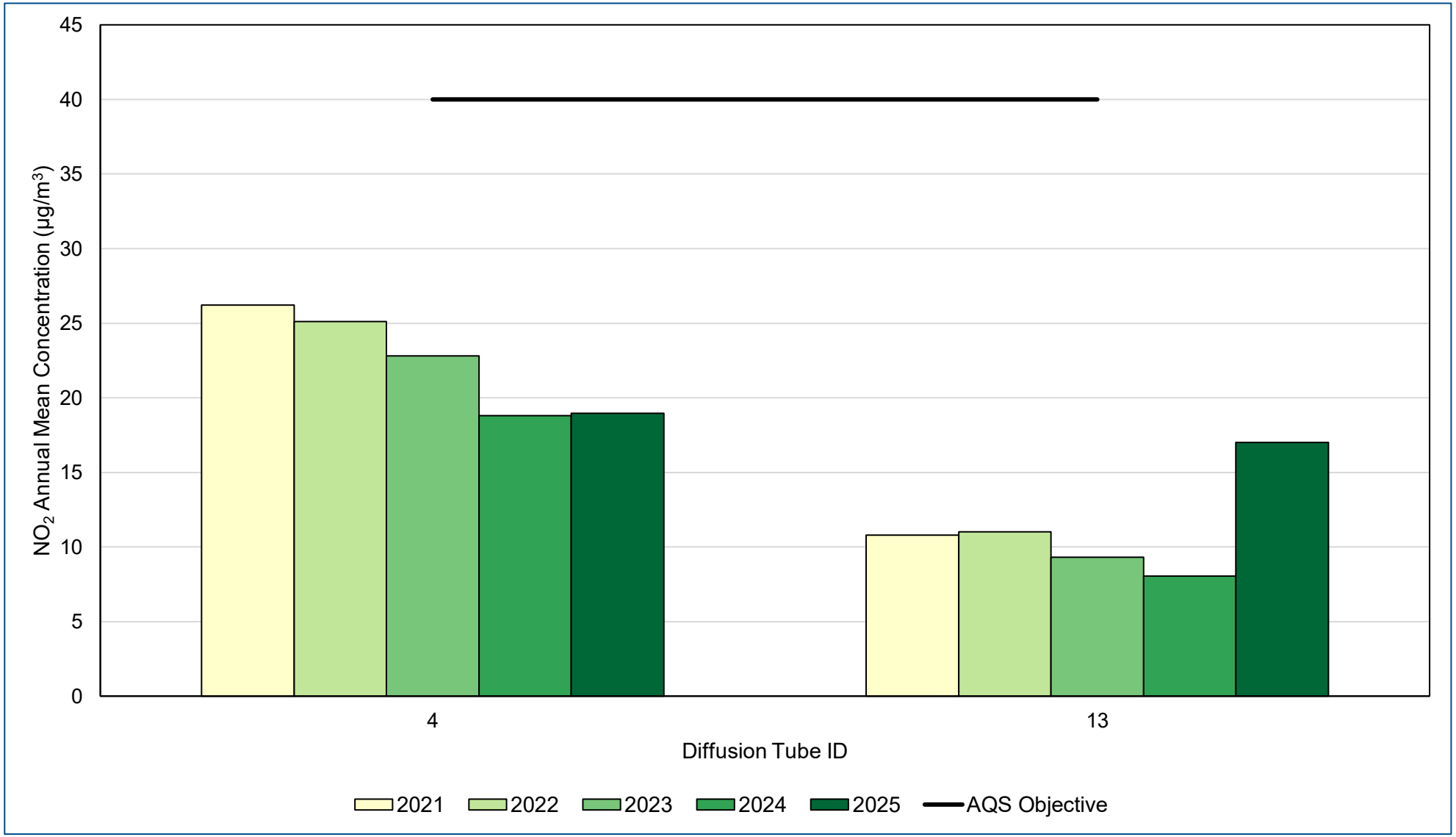


Figure A.10 – Trends in Annual Mean NO_2 Concentrations – Sellindge (Diffusion Tube 21)

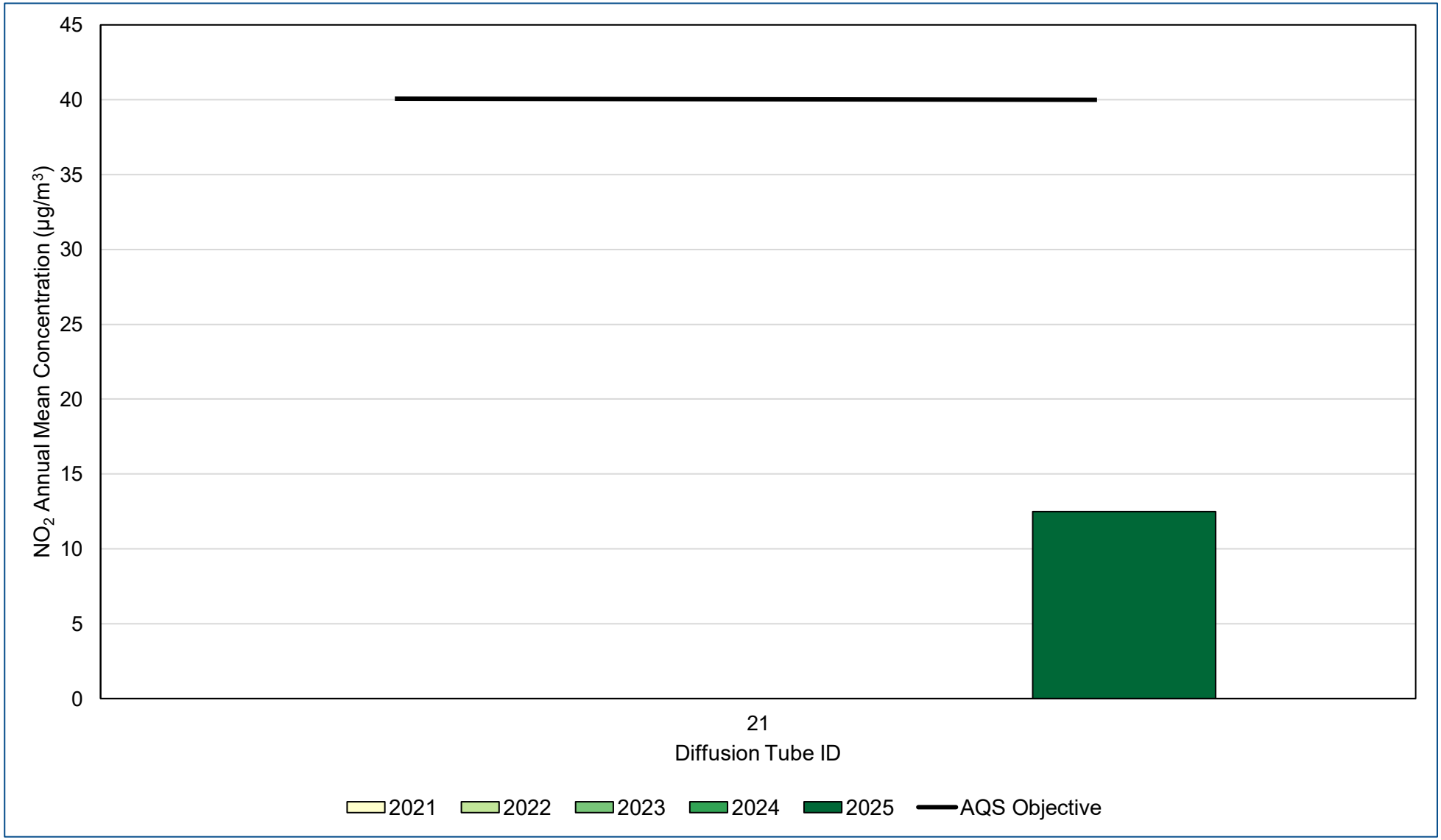
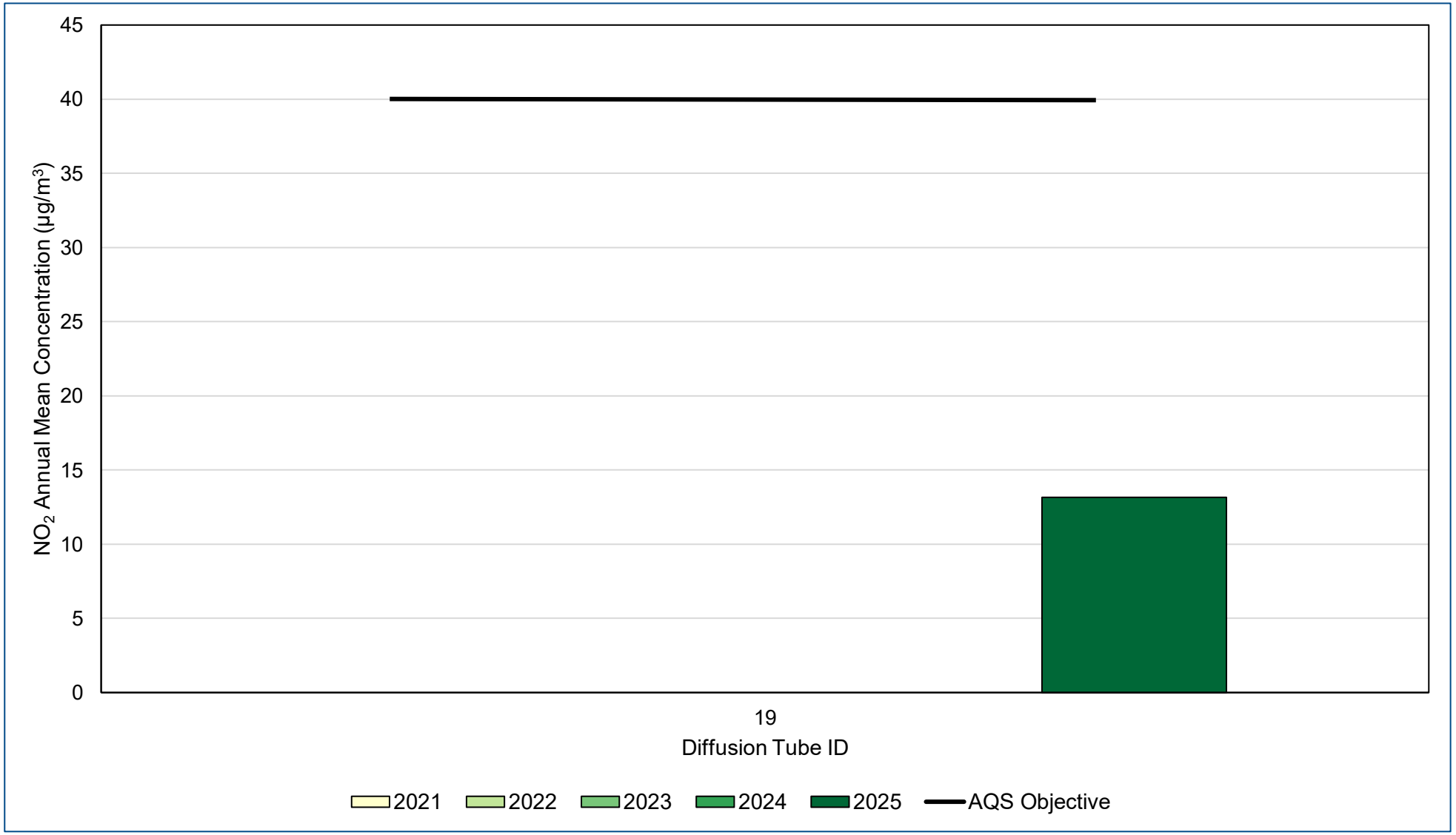


Figure A.11 – Trends in Annual Mean NO_2 Concentrations – Hythe (Diffusion Tube 19)



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results ($\mu g/m^3$)

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
15	621361	135511	29.4	26.3	30.9	24.4	18.8	18.8	18.5	15.0	16.9	17.1	21.4	23.9	21.8	17.0		
16	618680	134977	23.5	21.7	21.1	19.0	13.4	13.4	14.7	11.7	11.8		13.9	18.5	16.6	13.0		
17	608206	124832	16.1	19.6		19.0	11.0	11.0	10.4	8.6	6.8		10.2	12.5	12.5	9.8		
18	607675	124699	25.2	11.3	26.2	25.2	12.8	12.8	13.4	10.4	10.0	9.3	10.2	16.7	15.3	11.9		
19	615342	134808							12.4	11.8	11.7	10.2	14.3		12.1	13.2		
20	623398	136523				26.7	16.8	25.7		14.9	13.3		17.3		19.1	17.8		
21	610429	138078					10.0	10.0		11.8	11.9	11.0	14.1	16.9	12.2	12.5		

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

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

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

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

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

Notes:

Exceedances of the 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 2025

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

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

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

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

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

Additional Air Quality Works Undertaken by Folkestone and Hythe During 2025

As referenced in the 2024 ASR Folkestone and Hythe District Council reviewed its monitoring network and confirmed for 2025 monitoring year that DT 13 will be removed due to original justification for monitoring no longer present as proposals have been withdrawn to convert the nearby fields into a 24-hour lorry park, intended for use during Operation Brock or during significant delays affecting Dover Port and the Eurotunnel. In addition the site consistently reported low concentrations and compliance with the annual mean NO_2 objective. During 2025 monitoring year, this resource was deployed on A20 in Sellindge (DT 21) as further residential developments are planned in the area and the Otterpool Park Development project is located within close proximity.

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

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

QA/QC of Diffusion Tube Monitoring

Folkestone and Hythe District Council's diffusion tubes in 2025 were supplied and analysed by SOCOTEC Didcot, using the 50% Triethanolamine (TEA) in acetone preparation method. SOCOTEC Didcot's laboratory is UKAS accredited and participates in the Air and Stack Emissions Proficiency Testing (AIR-PT) Scheme for 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 22 local authority co-location studies which used tubes supplied by SOCOTEC Didcot with the 50% TEA in acetone preparation method in 2025, 22 were rated as 'good', as shown by the precision summary results. This precision reflects the laboratory's performance and consistency in preparing and analysing the tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have a "good" precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

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

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

Thus, in accordance with Section 3.2.5 in Defra Diffusion Tube for Ambient NO_2 Monitoring Guidance and Section 7.199 in LAQM.TG22, data for April, May, November and December 2025 has been included in analysis as the exposure periods are within the stipulated duration and there are limited analysis concerns regarding data reliability, justified below:

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

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

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

Diffusion Tube Annualisation

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

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

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

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

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

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

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

Table C.2 – Annualisation Summary (concentrations presented in µg/m^3)

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

Diffusion Tube Bias Adjustment Factors

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

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

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

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

Table C.3 – Bias Adjustment Factor

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

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 2025.

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

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

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

This spreadsheet will be updated at the end of September 2026

LAQM Helpdesk Website

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

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

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List

If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List

If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List

If a year is not shown, we have no data[2]

Step 4:

Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To make your selection, choose [All] from the pop-up list)	Year[2] (To make your selection, choose [All])	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[4]	Bias Adjustment Factor (A) (Cm/Dm)
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Gravesham Borough Council	12	21	19	8.2%	G	**0.92**
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	48	31	52.1%	G	**0.66**
SOCOTEC Didcot	50% TEA in acetone	2025	UB	North East Lincolnshire Council	12	13	11	22.9%	G	**0.81**
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	41	30	37.6%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	24	19	22.5%	G	**0.82**
SOCOTEC Didcot	50% TEA in acetone	2025	UI	North Lincolnshire Council	12	15	12	21.9%	G	**0.82**
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Derry City And Strabane District Council	12	12	8	40.1%	G	**0.71**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Wrexham County Borough Council	12	16	14	9.2%	G	**0.92**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	11	19	16	21.3%	G	**0.82**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	10	20	16	26.3%	G	**0.79**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Ipswich Borough Council	12	35	26	36.4%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	10	36	28	27.7%	G	**0.78**
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Leeds City Council	12	27	20	35.4%	G	**0.74**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	12	36	26	37.4%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	11	23	18	26.9%	G	**0.79**
SOCOTEC Didcot	50% TEA in acetone	2025	UC	Leeds City Council	12	24	19	28.0%	G	**0.78**
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Southend-on-sea City Council	11	16	12	28.5%	G	**0.78**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	35	25	40.3%	G	**0.71**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	26	21	24.6%	G	**0.80**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	25	18	37.0%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	29	23	28.7%	G	**0.78**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Slough Borough Council	12	31	24	25.7%	G	**0.80**
SOCOTEC Didcot	50% TEA in acetone	2025		**Overall Factor[3] (22 studies)**				**Use**		**0.78**

Appendix D: Maps of Monitoring Locations

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

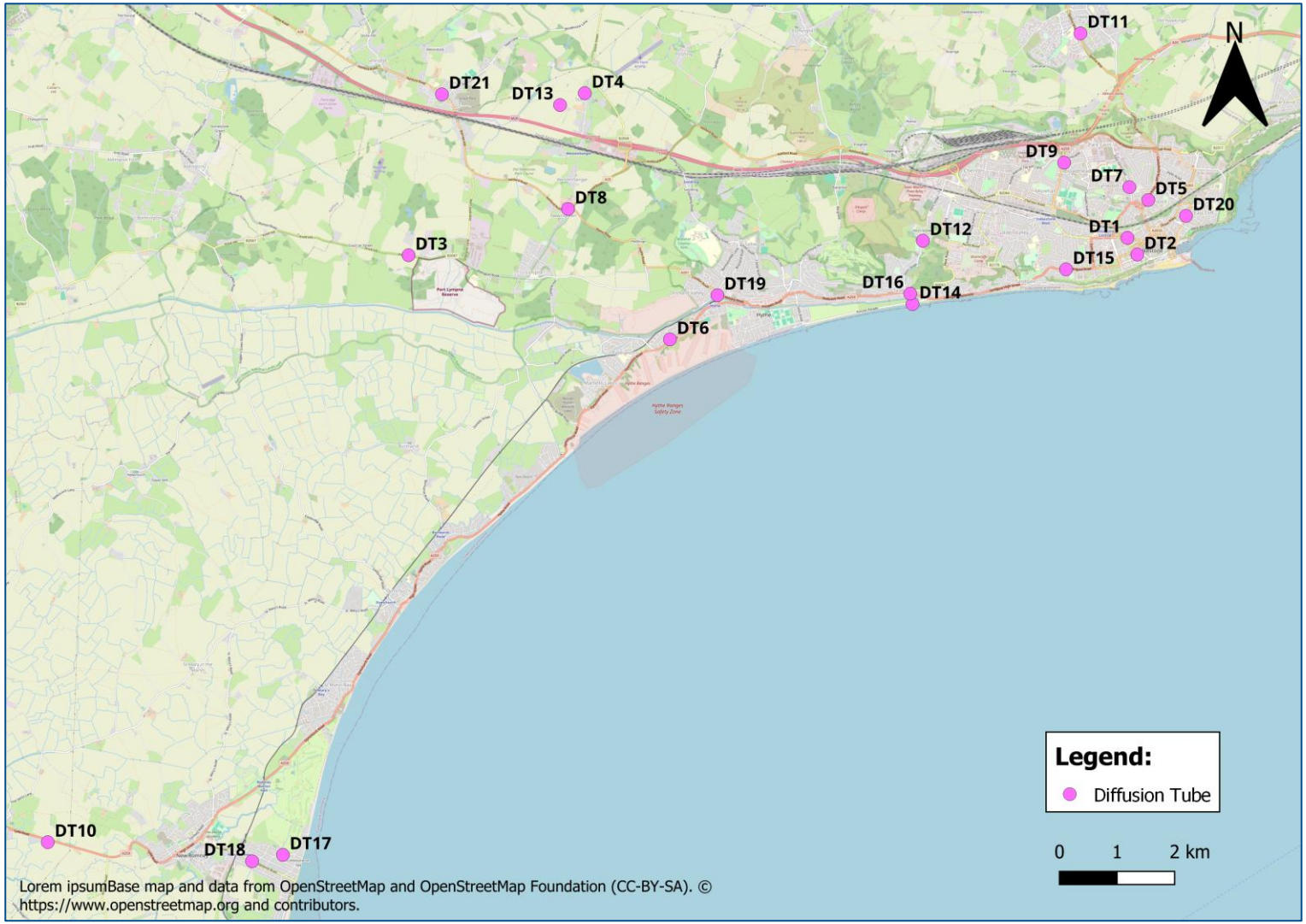


Figure D.2 – Map of Non-Automatic Monitoring Locations: Lympne

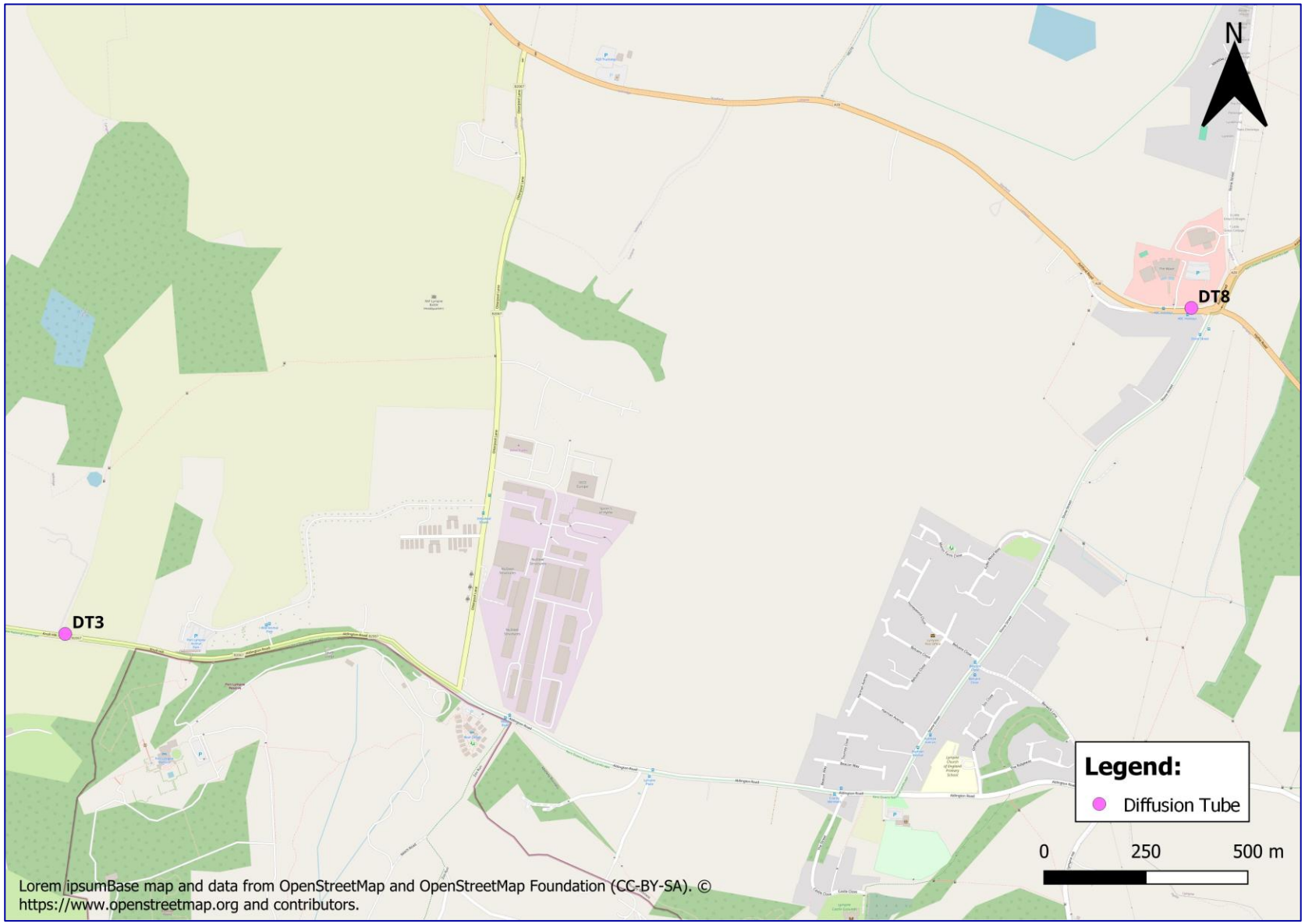


Figure D.3 – Map of Non-Automatic Monitoring Locations: Folkestone

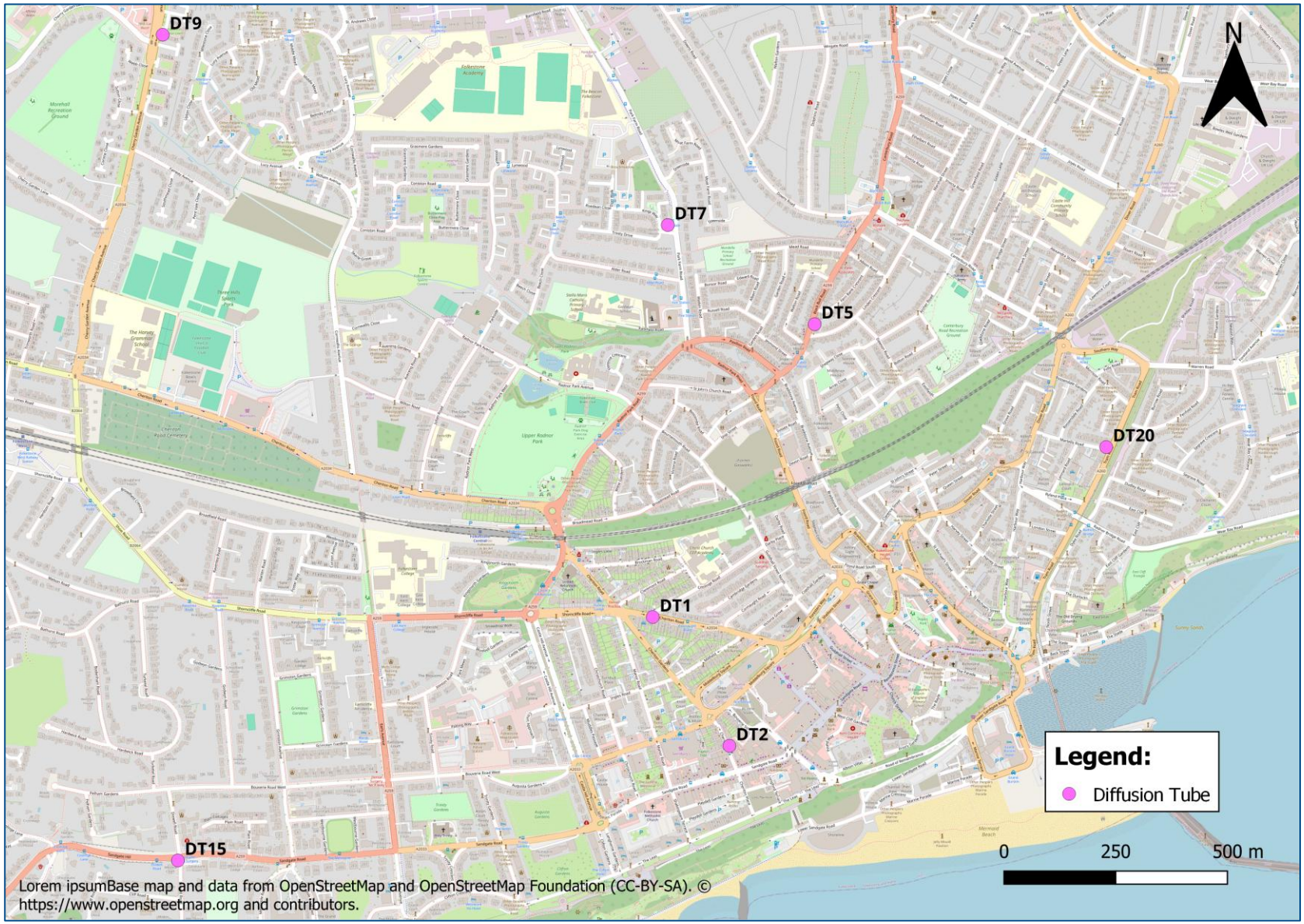


Figure D.4 – Map of Non-Automatic Monitoring Locations: Hawkinge

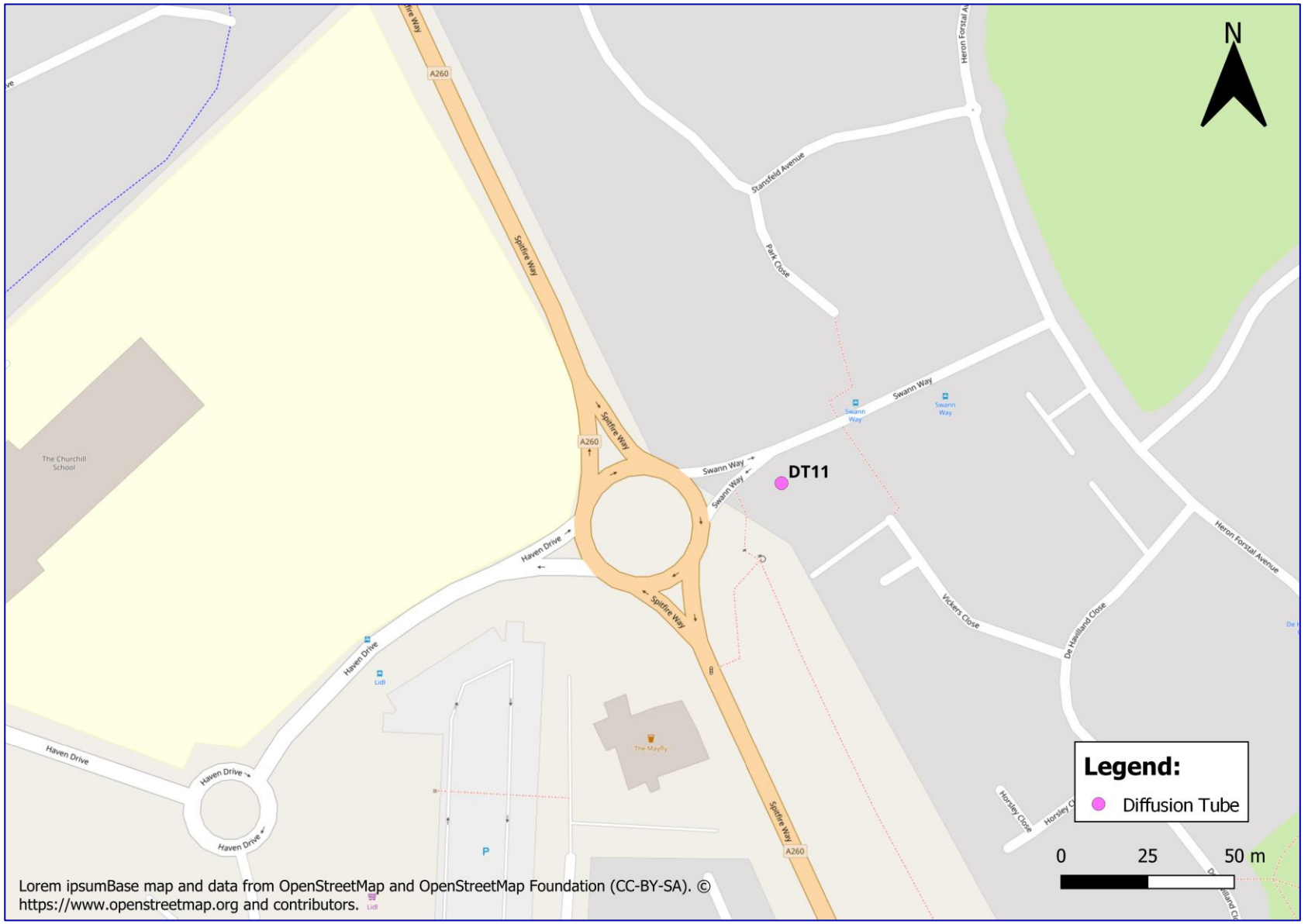


Figure D.5 – Map of Non-Automatic Monitoring Locations: Pennypot

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

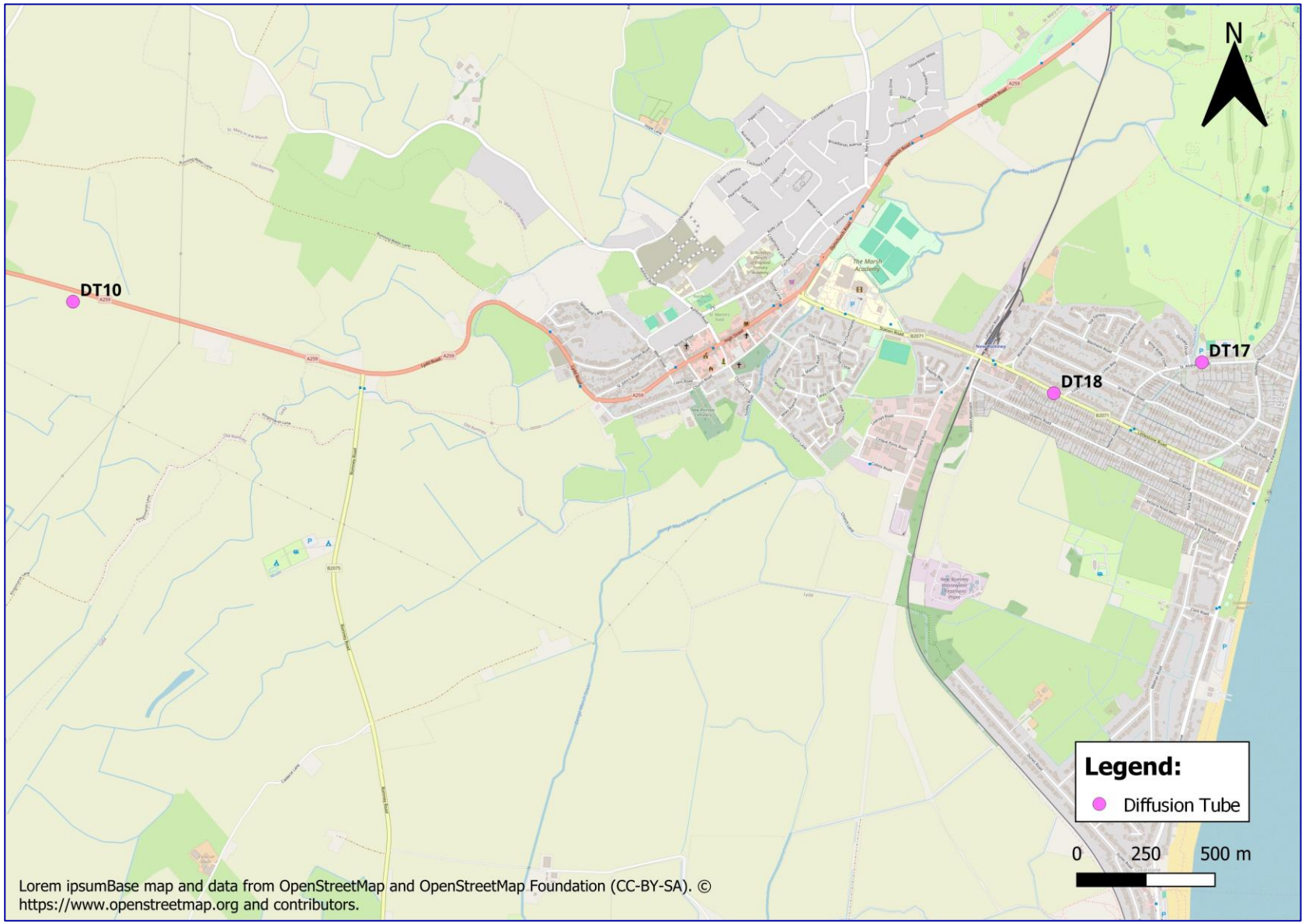


Figure D.7 – Map of Non-Automatic Monitoring Locations: Seabrook

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

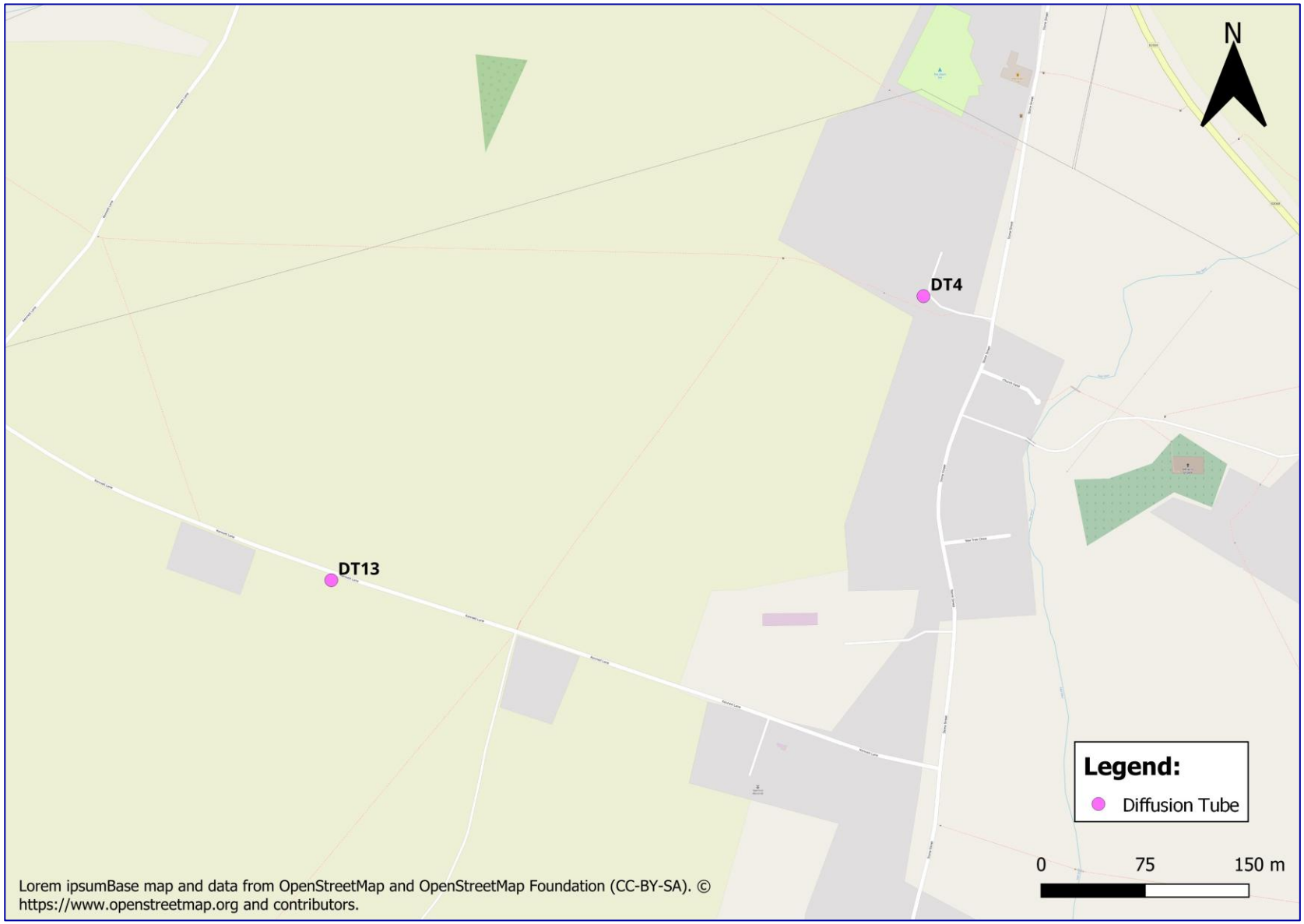


Figure D.9 – Map of Non-Automatic Monitoring Locations: Sellindge

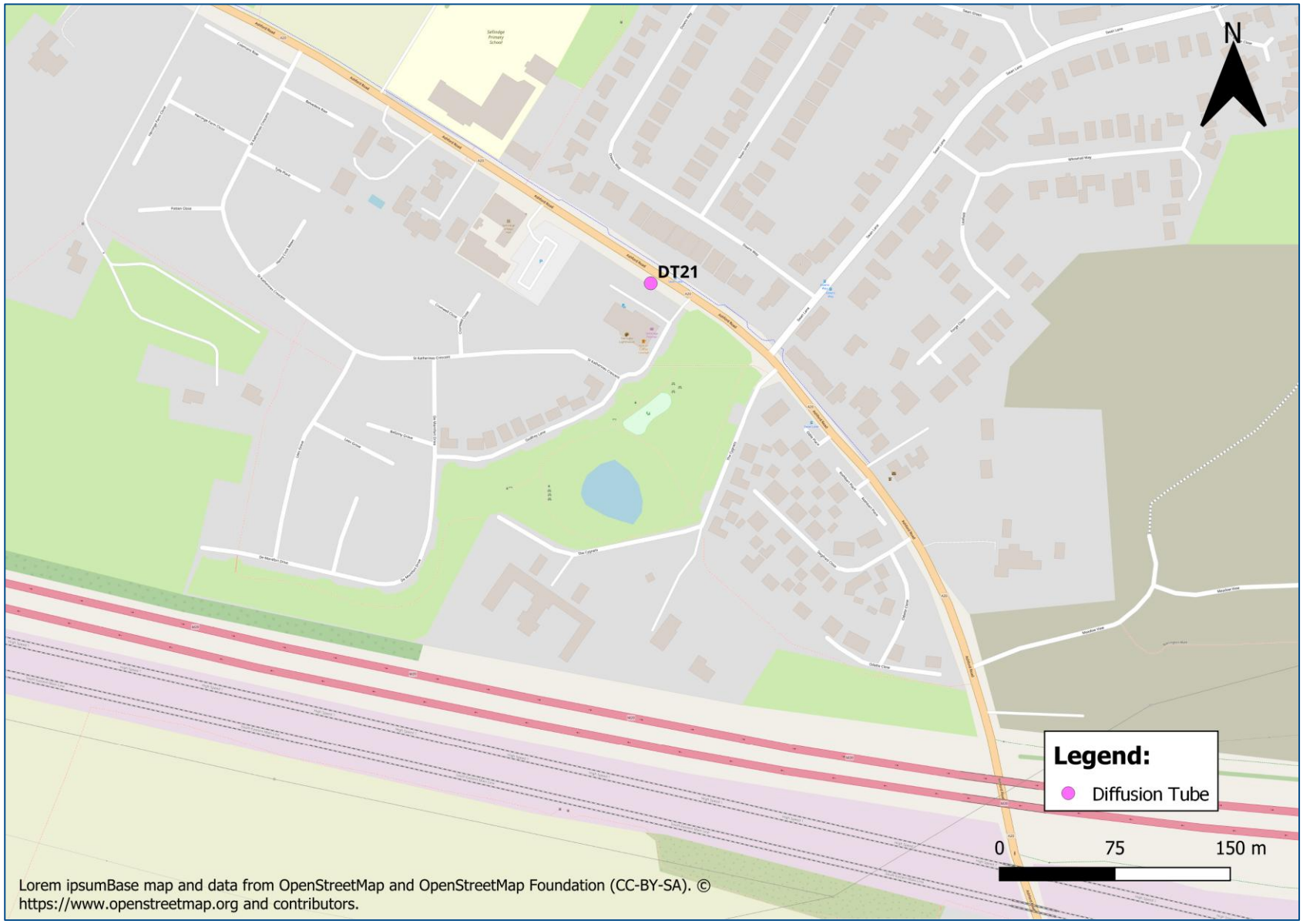


Figure D.10 – Map of Non-Automatic Monitoring Locations: Hythe

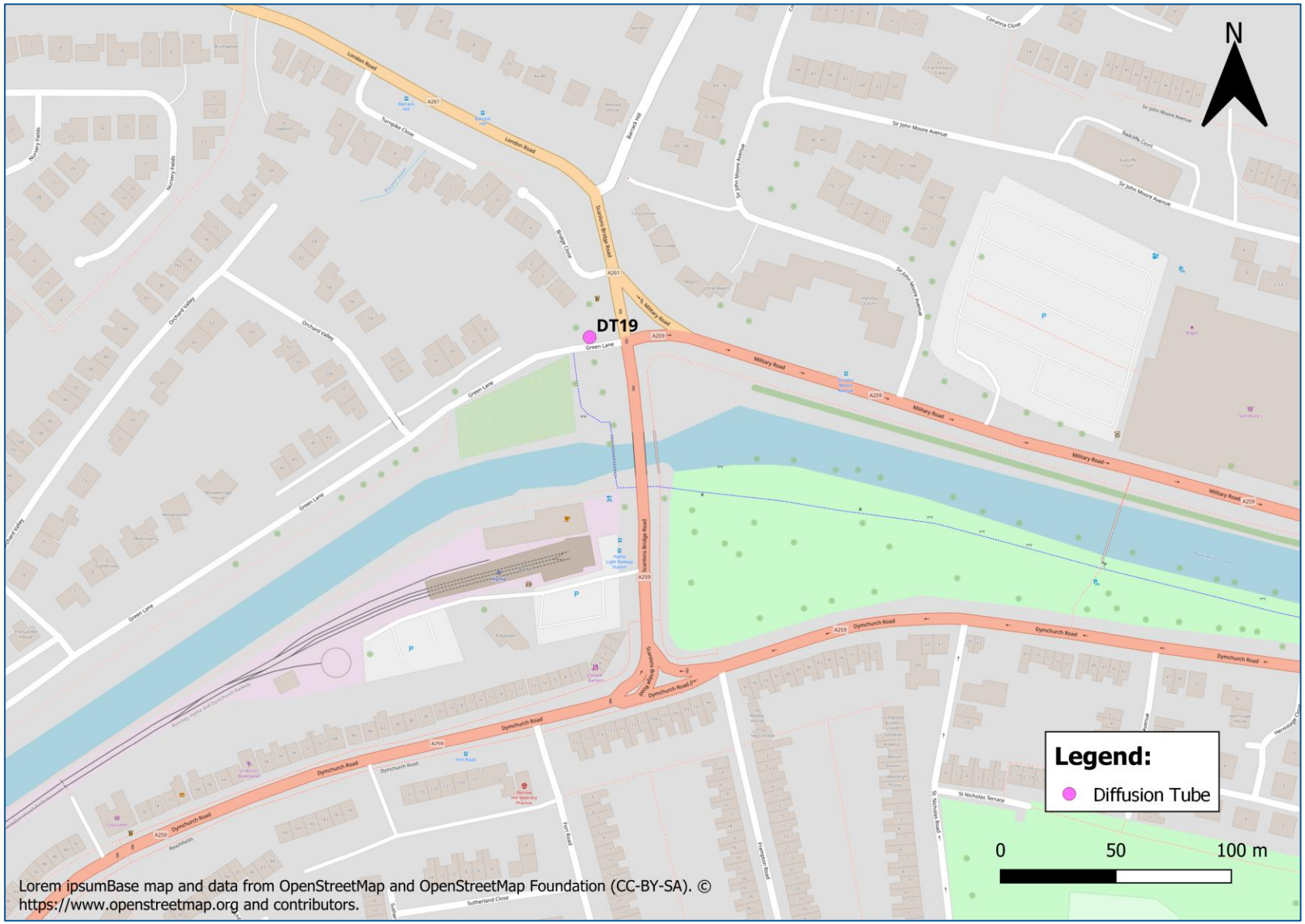
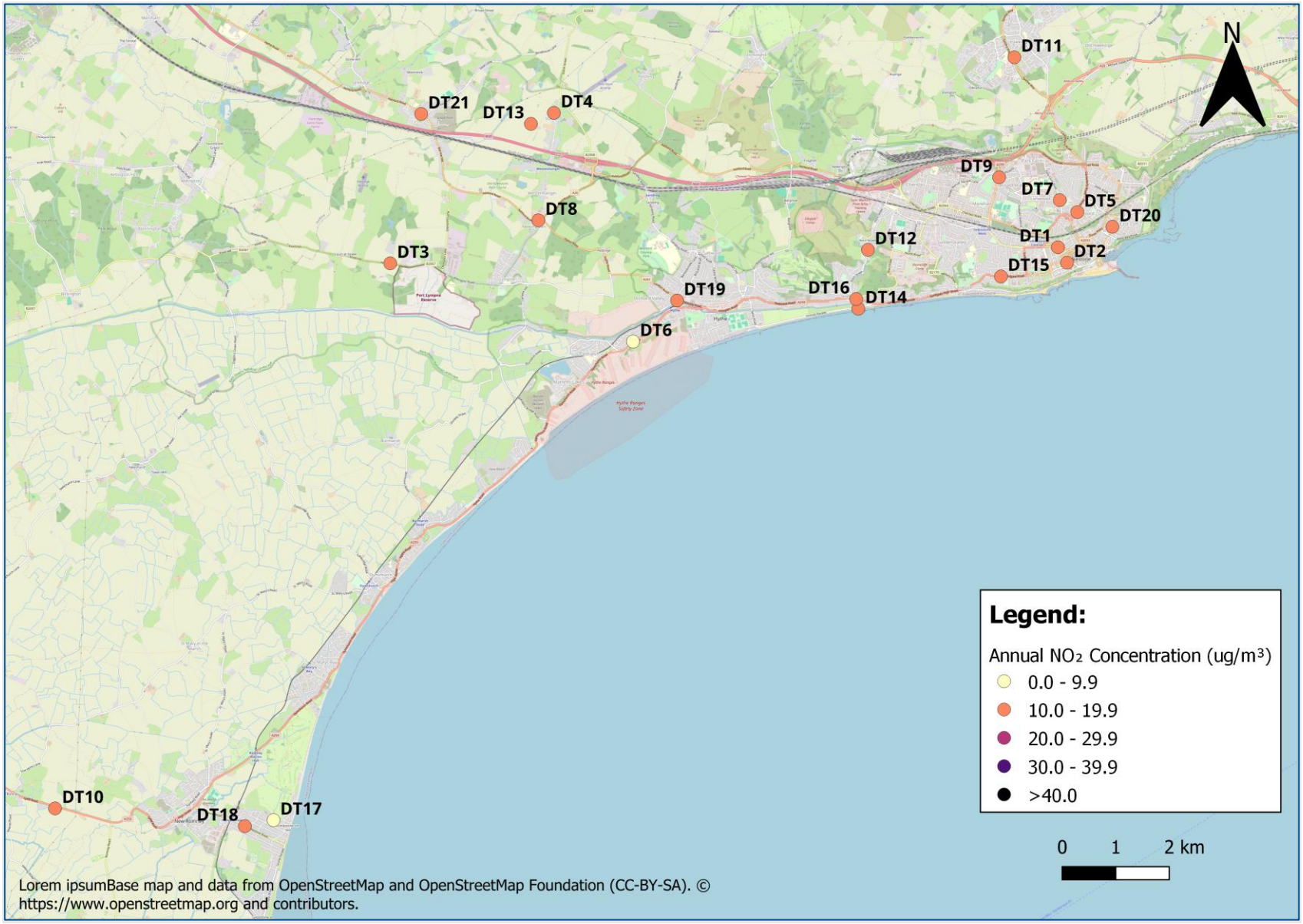


Figure D.11 – Map of 2025 Annual NO_2 Concentrations All Non-Automatic Monitoring Locations



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
AQWG	Air Quality Working Group
AQS	Air Quality Standard
ASHP	Air Source Heat Pump
ASR	Annual Status Report
AURN	Automatic Urban and Rural Network
CMP	Construction Management Plan
CO_2	Carbon Dioxide
C of E	Church of England
COVID-19	Coronavirus-19
CPN	Community Protection Notice
CPW	Community Protection Warning
CVD	Cardiovascular Disease
CWZ	Core Walking Zone
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
DT	Diffusion Tube
DTDES	Diffusion Tube Data Entry System

Abbreviation	Description
DTDPT	Diffusion Tube Data Processing Tool
EA	Environmental Assessment
EPC	Energy Performance Certificate
EV	Electric(al) Vehicle
HCP	Health Care Professional
HIU	Heat Interface Unit
IET	Institution of Engineering and Technology
KCC	Kent County Council
KCWIP	Kent Cycling and Walking Infrastructure Plan
KMAQP	Kent and Medway Air Quality Partnership
LAQM	Local Air Quality Management
LCN	Local Cycle Network
LCWIP	Local Cycling and Walking Infrastructure Plan
LED	Light Emitting Diode
LEV	Low Emission Vehicle
LEVI	Local Electric Vehicle Infrastructure
LTP5	Local Transport Plan 5
MEES	Minimum Energy Efficiency Standards
N/A	Not Applicable
NCN	National Cycle Network
NHS	National Health Service
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
O_3	Ozone
ONS	Office for National Statistics
PG	Policy Guidance
PHE	Public Health England
PHOF	Public Health Outcomes Framework
PM	Particulate Matter

Abbreviation	Description
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
PTFA	Parent, Teachers and Friends Association
PV	Photovoltaics
QA/QC	Quality Assurance and Quality Control
SCA	Smoke Control Area
SHDF	Social Housing Decarbonisation Fund
SIP	Strategic Investment Plan
SO_2	Sulphur Dioxide
SSSI	Sites of Special Scientific Interest
TEA	Triethanolamine
TfSE	Transport for the South East
TG	Technical Guidance
UK	United Kingdom
UKAS	United Kingdom Accreditation Service
ULEV	Ultra Low Emission Vehicle

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