Dover District Council

2026 Annual Status Report

June 2026

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Company Name	Bureau Veritas UK Limited	Dover District Council
Contact Name	Dr Helen Venfield	Brian Gibson
Position	Associate Director	Senior Environmental Protection Officer
Address	5th Floor 100 Lower Thames Street London EC3R 6DL	Dover District Council, Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Email	helen.venfield@bureauveritas.com	Brian.Gibson@dover.gov.uk

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	Name	Job Title	Signature
Prepared By	J Cai	Air Quality Consultant	
Approved By	N Jenkins	Principal Consultant	

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2026 Air Quality Annual Status Report (ASR)

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

Date: June 2026

Information	Dover District Council Details
Local Authority Officer	Brian Gibson
Department	Environmental Protection
Address	Dover District Council, Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Telephone	01304 872428
E-mail	Brian.Gibson@dover.gov.uk
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Date	June 2026

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Dover District Council with the support and agreement of the following officers and departments:

Brian Gibson, Senior Environmental Protection Officer

This ASR has been approved by:

Details of high level Council members who have approved the ASR

,**Andrzej Kluczynski**

Environmental Protection & Crime Manager

Dover District Council

This ASR has been signed off by Ellen Schwartz, the Deputy Director of Public Health:

If you have any comments on this ASR please send them to Brian Gibson at:

Dover District Council

Council Offices

White Cliffs Business Park

Whitfield, Dover CT16 3PJ

Telephone: 01304 872428

Email: EnvProtection@dover.gov.uk

Executive Summary: Air Quality in Our Area

Air Quality in Dover District Council

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

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 and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

The Port of Dover town is the district's principal centre and is a major cross-channel hub of transport-related activity as well as being strategically important for the UK. Dover is the largest Ferry Port in Europe handling up to 10 to 11 million passengers annually. Large volumes of road traffic utilise the A2 and A20 entering and leaving ferry port through the town, this traffic predominantly represents the main source of air pollution in the area. In addition to Dover, Deal and Sandwich are the other main towns within the district.

There are currently no Air Quality Management Areas (AQMAs) declared within the district. The AQMA located at High Street/Ladywell AQMA[1], was revoked in 2026 as the monitoring in High St/Ladywell AQMA has recorded its sixth consecutive year of compliance with monitored NO_2 annual mean concentrations below 10% of the AQS objective. The Council therefore revoked this AQMA in May 2026.

Annual mean NO_2 concentrations were below 10% of the AQS Objective at all locations in 2025. The highest concentration was 28.2µg/m^3, reported at the monitoring site DV-33 located at 24 Marine Parade, outside of any AQMAs. A decrease in concentrations was observed at the majority of monitoring sites when compared to 2024 data.

In the past five years, there have been no exceedances of the annual PM_{10} AQS Objective (40µg/m^3) at the automatic PM_{10} monitoring site on Townwall Street (Dover Centre Roadside). In 2025, there was no 24-hour mean exceedance of the daily PM_{10} AQS Objective of 50µg/m^3.

There is currently no monitoring undertaken for $PM_{2.5}$ within the district. However, the annual mean $PM_{2.5}$ concentration at Dover Centre in 2025 was estimated from PM_{10} monitoring data in accordance with the methodology presented in LAQM.TG(22) to be 7.9µg/m^3, which is below the $PM_{2.5}$ annual mean AQS Objective of 20µg/m^3.

Actions to Improve Air Quality

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

The Environmental Improvement Plan[2] sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter ($PM_{2.5}$), the pollutant of most harmful to human health. The Air Quality Strategy[3] provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

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[1] High Street/Ladywell AQMA. UK Air Defra website for High Street/Ladywell AQMA.

[2] Defra. Environmental Improvement Plan 2023, January 2023

[3] Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

The Road to Zero[4] details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

A new Air Quality Action Plan (AQAP) was approved by Defra in May 2024 and was formally adopted by Dover District Council (DDC) on 17th July 2024. More information can be found in the DDC Air Quality Monitoring website. Measures to further improve the air quality in Dover have been included in the new AQAP and are presented in this year's ASR.

Dover District Council (the Council) adopted its Core Strategy (CS) in February 2010. The CS covers the period up to 2026 and includes ambitious plans to regenerate Dover and other areas of the district and has an adopted Land Allocations Local Plan (LALP). The Council is currently in the process of producing a Dover District Local Plan[5] which will replace the adopted CS, LALP and 'saved' 2002 Local Plan Policies. A Consultation on Main Modifications ran from 11th April to 24th May 2024, and the Local Plan was adopted on 16th October 2024. Air quality is one of a number of key considerations that has been taken into account as part of the development, consultation, adoption and implementation of the new Local Plan.

In 2023, the Kent and Medway Air Quality Partnership (KMAQP) successfully bid for a joint Defra Air Quality Grant. The funding has been used to develop a digital training resource for Health Care Practitioners across Kent and Medway to enable practitioners to advise patients with cardio-vascular disease or respiratory disease on how to reduce their exposure to air pollution, and work on Patient and Public resources is also underway. The unveiling of the platform coincided with Clean Air Day on 20th June 2024. The digital training resource has been promoted in the respiratory professionals newsletter, was mentioned at the recent Respiratory Conference in June 2026, has been promoted in the newsletter for school nurses with further promotion planned through school nurse training

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

[5] Dover. Dover District Local Plan.

in the coming months, and has been sent to the primary care training hub for inclusion in primary care newsletters.

Conclusions and Priorities

During 2025, there were no exceedances of the relevant annual mean AQS Objective for either NO_2 or PM_{10} across Dover district. The concentrations at most sites across the NO_2 diffusion tube network decreased compared to 2024. Comparing with COVID-19 years, 2025 concentrations were decreased at 15 out of 17 sites when compared to 2021 data.

The High St/Ladywell AQMA has now been compliant for six consecutive years with measured NO_2 consistently below 10% of the annual mean AQS objective over these years. The revocation report for the AQMA was presented and approved by Cabinet on 13th April 2026. The AQMA was revoked in May 2026

There have been no exceedances of the PM_{10} annual mean objectives within the past five years, and there were no exceedances of the daily average AQS objective in 2025.

A new Air Quality Action Plan (AQAP) was approved by Defra in May 2024 and was formally adopted by Dover District Council on 17th July 2024. The adopted AQAP outlines proposed actions under five broad topics:

Priority 1: Transport

Priority 2: Behaviour Change

Priority 3: Strategies and Policy Guidance

Priority 4: Planning and Infrastructure

Priority 5: Air Quality Monitoring

As Dover District Council revoked the final AQMA within the district in 2026, the Council plans to change the current adopted AQAP into an Air Quality Strategy to continue to improve air quality in the area.

The Dover District Local Plan was submitted for Examination on Friday 31st of March 2023. The Council consultation on Main Modifications ran from 11th April – 24th May 2024. The Local Plan then was adopted on 16th October 2024.

The impacts of Brexit upon the port will continue to be a key influence in the coming years and any decisions made will be assessed in terms of the air quality impacts within Dover.

How to get Involved

There are several ways that everyone can get involved to help improve air quality in Dover. Due to road traffic being the main source of pollutant emissions within the district you can look to move to more sustainable methods of transport. For example: looking to minimise unnecessary car journeys by choosing to walk, cycle, car-share or use public transport instead.

For further information regarding air quality the following links are provided:

- To download DDC's air quality monitoring data, you can visit: https://kentair.org.uk/data;
- To report a nuisance or pollution problem, please fill in the form located here: https://forms.dover.gov.uk/xfp/form/1230; and,
- All other general enquiries should be made by either ringing 01304 872428 or emailing EnvProtection@DOVER.GOV.UK. You can also visit https://www.dover.gov.uk/Environment/Environmental-Protection/Air-Quality/Air-Quality-Monitoring.aspx.

Table of Contents

Local Responsibilities and Commitment i
Executive Summary: Air Quality in Our Area iii
Air Quality in Dover District Council iii
Actions to Improve Air Quality iv
Conclusions and Priorities vi
How to get Involved vii
1 Local Air Quality Management 1
2 Actions to Improve Air Quality 2
2.1 Air Quality Management Areas 2
2.2 Progress and Impact of Measures to address Air Quality in Dover District Council 4
2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations 11
3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance 13
3.1 Summary of Monitoring Undertaken 13
3.1.1 Automatic Monitoring Sites 13
3.1.2 Non-Automatic Monitoring Sites 13
3.2 Individual Pollutants 13
3.2.1 Nitrogen Dioxide (NO_2) 14
3.2.2 Particulate Matter (PM_{10}) 15
3.2.3 Particulate Matter ($PM_{2.5}$) 15
3.2.4 Sulphur Dioxide (SO_2) 16
Appendix A: Monitoring Results 17
Appendix B: Full Monthly Diffusion Tube Results for 2025 27
Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC 28
New or Changed Sources Identified Within Dover District Council During 2025 28
Additional Air Quality Works Undertaken by Dover District Council During 2025 28
QA/QC of Diffusion Tube Monitoring 28
Diffusion Tube Annualisation 29
Diffusion Tube Bias Adjustment Factors 29
NO_2 Fall-off with Distance from the Road 30
QA/QC of Automatic Monitoring 30
PM_{10} and $PM_{2.5}$ Monitoring Adjustment 30
Automatic Monitoring Annualisation 31
Appendix D: Map(s) of Monitoring Locations and AQMAs 32
Appendix E: Summary of Air Quality Objectives in England 37

Glossary of Terms 38
References 39

Figures

Figure A.1 – Trends in Annual Mean NO_2 Concentrations: Within and nearby the High Street/Ladywell AQMA 21
Figure A.2 – Trends in Annual Mean NO_2 Concentrations: Outside of AQMA 22
Figure A.3 – Trends in Annual Mean PM_{10} Concentrations 24
Figure A.4 – Trends in Number of 24-Hour Mean PM_{10} Results > 50µg/m^3 26
Figure D.1 – Map of Automatic Monitoring Site and Non-Automatic Monitoring Site around Dover A20 32
Figure D.2 – Map of Non-Automatic Monitoring Site in and around High Street/Ladywell AQMA 33
Figure D.3 – Map of Non-Automatic Monitoring Site in North Dover 34
Figure D.4 – Map of Non-Automatic Monitoring Site in Aycliffe 35
Figure D.5 – Map of Non-Automatic Monitoring Site in Deal 36

Tables

Table 2.1 – Declared Air Quality Management Areas 3
Table 2.2 – Progress on Measures to Improve Air Quality 7
Table A.1 – Details of Automatic Monitoring Sites 17
Table A.2 – Details of Non-Automatic Monitoring Sites 18
Table A.3 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3) 19
Table A.4 – Annual Mean PM_{10} Monitoring Results (µg/m^3) 23
Table A.5 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3 25
Table B.1 – NO_2 2025 Diffusion Tube Results (µg/m^3) 27
Table C.1 – Bias Adjustment Factor 29
Table C.2 – Automatic PM_{10} Annualisation Summary (concentrations presented in µg/m^3 31
Table E.1 – Air Quality Objectives in England 37

1 Local Air Quality Management

This report provides an overview of air quality in Dover District Council 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 Dover 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.

A summary of AQMAs declared by Dover District Council (DDC) can be found in Table 2.1. The table presents a description of the one AQMA that was recently revoked (May 2026) within Dover District Council. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the AQMA designation are as follows:

- NO_2 annual mean;

The High St/Ladywell AQMA reported its 6th year of compliance in 2025. The revocation report for the AQMA was presented and approved by Cabinet on 13th April 2026 and revoked in May 2026.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Highest Concentration : Declaration	Highest Concentration : Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
High Street/ Ladywell AQMA	2007	NO_2 Annual Mean	An area encompassing roads and properties between the junction of Effingham Crescent/High Street, and Priory Hill/High Street.	NO	50.5 µg/m^3	27.7 µg/m^3	6 years (revoked May 2026)	Dover AQAP, May 2024	https://www.dover.gov.uk/Environment/Environmental-Protection/Air-Quality/Appendix-1-Dover-AQAP-2024-2028.pdf

☒ **Dover District Council confirm the information on UK-Air regarding their AQMA(s) is up to date.**

☒ **Dover District Council confirm that all current AQAPs have been submitted to Defra.**

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

Defra's appraisal of last year's ASR concluded the report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

1. Although DDC do not monitor $PM_{2.5}$ within their jurisdiction, they include a calculation of annual mean concentrations based on monitored PM_{10} concentrations, in accordance with LAQM.TG(22). They also include detailed section on their approach to reducing emissions and/or concentrations, including reference to the Public Health Outcomes Framework and Defra background maps. This highlights their pro-active approach to addressing air quality and is commended.
2. DDC include a detailed discussion of the trends in their monitoring data and provide clear, well-illustrated graphs comparing said data to the AQO. This is commended and is encouraged to continue in future reports.
3. DDC outline the justification of using a national bias adjustment factor in the QA/QC procedures. This is welcomed and should continue in future reports.
4. DDC provide good quality figures, showing the locations of all monitoring sites within the district. This is welcomed and is encouraged in future reports.
5. DDC state that the ASR is currently in the process to be signed off by a Director of Public Health, and that a signed-off version will be published on the Council website. It is strongly encouraged that this ASR does get a sign-off from the Director of Public Health prior to publication.

This ASR will continue to include the recommended sections in the above comments.

Dover 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 2.2. 22 measures are included within Table 2.2, with the type of measure and the progress Dover 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 2.2.

Key completed measures are:

- **Encourage Council Travel Plan opportunities and seek to facilitate uptake of sustainable modes of transport** - Council staff now signed up to Fleet Solutions Salary Sacrifice scheme to increase uptake in electric/hybrid vehicles. By April 2026, there are 48 electric or hybrid MHS leased cars in Dover District Council.
- **Revocation of High Street/ Ladywell AQMA** - completed and Agreed by Cabinet April 2026
- **Port of Dover improvements** - Port of Dover has achieved carbon net-zero Scope 1 and 2 emissions in April 2026, meeting its 2025 target early and 25 years ahead of the UK Government's 2050 maritime decarbonisation goal.

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

- International Day of Clean Air for Blue Skies 7th September 2026;
- Work together with developers to improve sustainable transport links serving new developments; and,
- Work with Kent County Council (KCC) to improve the facilities for cycling and walking within Dover district including promoting the cycle-to-work scheme.

Dover District Council's priorities for the coming year are:

- **Work with KCC to improve public transport services and encourage the use of more sustainable transport modes –** A new Fast Track Bus Service from Whitfield to Dover Town is currently underway. Stagecoach have also committed to invest in low emission technology and have a zero-emission fleet by 2035. KCC is offering travel plans for new developments. The latest update is that Stagecoach South East has received five Volvo BZL battery-electric single-deck buses for use on the Dover Fastrack bus rapid transit (BRT) service. They entered service on 23 February 2026.
- **Work with KMAQP on promotional activities to raise the profile of air quality in Dover -** Dover DC as member of KMAQP worked with KCC on the Kent and Medway Energy and Low Emissions Strategy (ELES)
- **Procuring low emission vehicles for the LGV and HGV fleet, council-owned fleets and refuse fleet –** DDC Environmental Crime team currently runs two ELVs. White Cliffs Countryside Project have three ELVs. Parking Services have three

ELVs. Civic Car is an ELV. Property Services have one ELV. Four addition electric fleet vehicles are now in place.

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

- Kent County Council
- Kent and Medway Air Quality Partnership
- Kent Energy Centre
- National Highways

The monitoring results show that High Street/Ladywell AQMA has achieved compliance for six consecutive years. The revocation report for the AQMA was presented and approved by Cabinet on 13th April 2026.

Table 2.2 – 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
Priority Air Quality Actions														
5	Work with KCC to improve public transport services and encourage the use of more sustainable transport modes	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	2022	2035	DDC/KCC	DDC/KCC	Funded	£1 million - £10 million	Planning	Below annual mean AQS objectives	% modal shift to public transport	April 2026 update - Stagecoach South East has received five Volvo BZL battery-electric single-deck buses for use on the Dover Fastrack bus rapid transit (BRT) service. They entered service on 23 February 2026	. New Fast Track Bus Service (ELV) from Whitfield to Dover Town underway. Stagecoach commitment to invest in low emission technology and have a zero emission fleet by 2035. . KCC offering travel plans for new developments.
8	Work with KMAQP on promotional activities to raise the profile of air quality in Dover	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2022	Ongoing	DDC/KMAQP	DDC/KMAQP	Not Funded	< £10k	Planning	Below annual mean AQS objectives	% improvement in energy efficiency, SAP rating	The Digital resource for Healthcare professionals now in place and positive feedback received	Dover DC continues to be a member of KMAQP and KMAQN (network)
17	Procuring low emission vehicles for the LGV and HGV fleet, council-owned fleets and refuse fleet	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	Ongoing	2029	DDC	DDC	Not Funded	£50k - £100k	Implementation	NO_2 To be confirmed if considered for further assessment. NO_x emission reduction will be able to be calculated annually depending on the change in fleet composition	Fleet composition	14 Electric Vehicles current utilised by DDC. (40% increase)	DDC Environmental Crime team currently runs two ELVs. White Cliffs Countryside Project have three ELVs. Parking Services have three ELVs. Civic Car is an ELV. Property Services have one ELV. Four addition electric fleet vehicles are now in place
1	Encourage Council Travel Plan opportunities and seek to facilitate uptake of sustainable modes of transport;	Promoting Travel Alternatives	Workplace Travel Planning	2023	2025-2027	DDC	DDC	Not Funded	< £10k	Planning	Below annual mean AQS objectives	% increase in amount of usage in schemes identified in comments column	Ongoing	Cycle to work scheme Council staff now signed up to Fleet Solutions Salary Sacrifice scheme to increase uptake in electric/hybrid vehicles ·Flexible and remote working
2	Work together with KCC to encourage the uptake of Employer and School Travel Plans within the District; including School start time variations and walking to school incentives/ encouragement	Promoting Travel Alternatives	School Travel Plans	2022	tbc	DDC/KCC	DDC/KCC	Not Funded	< £10k	Planning	Below annual mean AQS objectives	. No. of travel plans in place . Reduction in school vehicle drop-offs / pick-ups	On-going	Approximately 73% of primary and 89% of secondary schools in Dover District have approved school travel plans
3	Work with KCC to improve the facilities for cycling and	Promoting Travel Alternatives	Promotion of cycling	Ongoing	2025-2027	DDC/KCC	DDC/KCC	Not Funded	< £10k	Planning	Below annual mean AQS objectives	. %modal shift to cycling/walking, No. miles new	On-going	. Includes Dover District Cycling Plan. 2019 Updated DDC website published local cycle routes and introduced

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
	walking within Dover district; promote cycle-to-work scheme and bike rental scheme											cycle lanes/routes . Number of bikes available and rentals		Betteshanger cycle tracks. DDC introduced Cycling to Work scheme in Oct 2021. . Introduction of: - E cycle training scheme - Kent Connected App - Clearing of NCN paths - Explore Kent website
4	Work together with developers to improve sustainable transport links serving new developments.	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	2025-2027	DDC	DDC	Not Funded	< £10k	Planning	Below annual mean AQS objectives	No. planning applications where improvements secured	Planning conditions included in all major developments to install ELV charging points	Change in building regulations requiring some new developments to have electric vehicle charging infrastructure.
6	Local air quality monitoring within the District to ensure a high standard of data is achieved	Public Information	Other	1995 onwards	ongoing	DDC	DDC	Not Funded	£10k - 50k	Planning	Below annual mean AQS objectives	Recorded Concentration	Completed Annually, renewed in 2018. Two automatic sites decommissioned, but more diffusion tubes added to compensate	General trend of reduction in concentrations monitored (LAQMTG22)
7	Make details of the Action Plan measures and annual progress reports available on the Website	Public Information	Via the Internet	Annually	Annually	DDC	DDC	Not Funded	< £10k	Planning	Below annual mean AQS objectives	Availability of recently published reports on the Website	Revocation of 2nd (final) AQMA completed and Agreed by Cabinet April 2026	ASR documents freely available. Part of general and continual efforts of DDC Environmental Protection..
9	Local Plan policy and guidance	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Ongoing	2024	DDC/KCC	DDC/KCC	Not Funded	< £10k	Implementation	Below annual mean AQS objectives	Implementation of policy	Local Plan timetable: Regulation 18 draft since November 2021; Local Plan dated to 2040	.The Dover District Local Plan was adopted on 16 October 2024 and includes sustainable travel initiatives. . AQ Assessments for all planning applications where AQ is an issue . Developers are advised to make reference to KMAQP Guidance for AQ and IAQM/EPUK Guidance
10	District wide promotion of active travel	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	Ongoing	2025-2027	DDC/KCC	DDC/KCC	Not Funded	< £10k	Planning	NO_2 Measure to increase public awareness	Number of promotion events	National campaigns promoted on social media platforms	DDC webpages can link to active travel - KCC looking to update Local Transport Plan -. DDC run Wellbeing at Work initiatives.
11	Behaviour change campaigns to reduce single occupancy car trips	Public Information	Other	Ongoing	2025-2027	DDC	DDC	Not Funded	< £10k	Implementation	NO_2 Measure to increase public awareness	Number of campaigns	Electric pool cars available and DDC staff mileage scheme reviewed	Officers are encouraged to car share where site visits permit. Social media posts to encourage the public to follow DDCs example.
12	Flexible working and home working encouraged	Promoting Travel Alternatives	Encourage / Facilitate home-working	2023	2025-2027	DDC	DDC	Not Funded	< £10k	Implementation	NO_2 Measure to increase public awareness	Number of campaigns	New Flexible working policy being viewed at DDC	Flexible working and home working policy has already been in place.

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
13	Educational campaigns for schools	Public Information	Other	2022	2025-2027	DDC	DEFRA and LA contributions	Partially funded	<£10k	Planning	NO_2 Measure to increase public awareness	Number of school sign ups to pollution patrol	Reviewed in early 2023 to evaluate school participation	As part of a 'Schools Group' DDC partner in a successful Defra bid for a 'Digital Schools Resource' led by Canterbury CC called "Pollution Patrol"
14	District wide Clean Air Days	Public Information	Other	2023	2023-2027	DDC/KCC	DDC/KCC	Not Funded	< £10k	Implementation	NO_2 Measure to increase public awareness	Number of campaigns	part of Kent initiative 2022. Promotional activity in place for Clean Air Day 25th June 2025	International Day of Clean Air for Blue Skies 7th September 2026
15	Taxi/Private Hire Vehicle Policy license fees	Promoting Low Emission Transport	Taxi Licensing conditions	2022	2023	DDC	DDC	Not Funded	£1,500	Implementation	NO_2 Measure to increase public awareness	Implementation of policy	Part of DDC Licensing Policy	DDC new Licensing Policy. 4.3.3: Vehicle Specifications enable Electric, Hybrid or LPG converted vehicles to be licensed. This Authority offers a reduction in the licence fee for any vehicle that is electric, hybrid or LPG converted of 25%.
16	Engage with bus operators to introduce ultra-low emission vehicles into the fleets	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	2022	2022	DDC	DDC	Not Funded	< £10k	Implementation	NO_2 To be confirmed if considered for further assessment. NO_x emission reduction will be able to be calculated annually depending on the change in fleet composition	Fleet composition	Part of Construction of Dover Fastrack 2022	Dover Fastrack which will become a zero-emission bus service with a fleet of electric buses – has a new route under construction. In addition Stagecoach have a net zero target for their fleet of 2035
18	Alternative fuel (EV) infrastructure development	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	2023	DDC	Office for zero Emission Vehicles	Funded	£320,529 (Total Project Costs)	Planning	NO_2 Small impact upon NO_2 concentrations from measure individually, estimated to be less than 1µg/m^3 based upon a low to medium uptake.	Number of EV charging points	29 public electric vehicle charging posts installed across the district	DDC succeed in OLEV funding bid for 19 sites, 42 units to be completed 2022. Additional 7 ELV chargers have been installed at Council office car park and there are plans to increase numbers for public use.
19	On and off-street parking charges linked to vehicle emissions standards	Promoting Low Emission Transport	Priority parking for LEV's	2022	2022	DDC	DDC	Not Funded	< £10k	Implementation	NO_2 Small impact upon NO_2 concentrations from measure individually, estimated to be less than 1µg/m^3 based upon a low to medium uptake.	Number of discounted permits	Parking permits discounted for low emission vehicles	On and off street parking charges for low emission vehicles explored.

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
20	Port of Dover improvements	Freight and Delivery Management	Other	2022	2025-2027	Port of Dover	Port of Dover	Not Funded	£50k - £100k	Planning	NO_2 Small impact upon NO_2 concentrations from measure individually, estimated to be less than 1µg/m^3 based upon a low to medium uptake.	Reduction in NO2 concentrations	Port of Dover have published an Air Quality Action Plan	Port of Dover has achieved carbon net-zero Scope 1 and 2 emissions in April 2026, meeting its 2025 target early and 25 years ahead of the UK Government's 2050 maritime decarbonisation goal.
21	Provision of high quality, bespoke and accessible information on sustainable travel	Public Information	Other	2022	2022	DDC/KCC	DDC/KCC	Not Funded	< £10k	Planning	NO_2 Measure to increase public awareness	Number of campaigns	DDC officers' input in to KCC Low Emission Strategy.	DDC officers' input in to KCC Low Emission Strategy.
22	Work with Kent Energy Centre to promote and implement energy efficiency measures in Dover	Promoting Low Emission Plant	Shift to installations using low emission fuels for stationary and mobile sources	2019	2022	DDC/Kent Energy Centre	DDC/Kent Energy Centre	Not Funded	< £10k	Planning	Below annual mean AQS objectives	% improvement in energy efficiency, SAP rating	On-going	Dover DC as member of K&MAQP worked with KCC on Kent and Medway Energy and Low Emissions Strategy (ELES)

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[6], 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.

The Defra 2025 background maps for Dover (2021 reference year)[7] show that all background concentrations of $PM_{2.5}$ are far below the annual mean Air Quality Objectives of 20µg/m^3 for $PM_{2.5}$. The average $PM_{2.5}$ background concentration for DDC is 5.6µg/m^3. The highest background concentration is estimated to be 8.3µg/m^3 within the 1 x 1km grid square with the centroid grid reference of 623500,151500. This grid square area is located near Spinney Lane in Aylesham, outside of the AQMAs. There is an industrial estate within the village including a waste recycling centre on Spinney Lane. The industrial and agricultural activities in, and surrounding, the village may contribute to the $PM_{2.5}$ concentration at this location. The background maps also provide a breakdown of sources. For this grid square, the majority of the estimated $PM_{2.5}$ concentration (3.8µg/m^3) is attributed to secondary $PM_{2.5}$ formation, where $PM_{2.5}$ is formed from the chemical reactions of other gaseous atmospheric pollutants such as sulphur dioxide (SO_2) and nitrogen oxides (NO_x, NO and NO_2).

The Public Health Outcomes Framework data tool[8] compiled by Public Heath England quantifies the mortality burden of $PM_{2.5}$ within England on a county and local authority scale. The 2024 fraction of mortality attributable to particle air pollution (indicator D01) in Dover is 4.9%, which is below the average for the Southeast region (5.1%) and for

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

[7] Defra Background Mapping data for local authorities (2021-based), available online at https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021

[8] Public Health Outcomes Framework, Public Health England. data tool available online at https://fingertips.phe.org.uk/profile/public-health-outcomes-framework

England (5.3%). The 2024 estimates of the fraction of mortality attributable to $PM_{2.5}$ pollution range from 3.2% in Isles of Scilly to 8.1% in the City of London.

It was proposed, as suggested in LAQM.TG(22) that action in relation to $PM_{2.5}$ monitoring, and reduction actions are reviewed with Kent County Council Public Health Team whilst developing the updated AQAP to consider whether any specific additional actions are required. Dover District Council expects that some of the measures implemented within its AQAP and set out in Table 2.2 for the achievement of reductions in NO_2 will have co-benefits in additionally reducing concentrations of PM_{10} and $PM_{2.5}$. As domestic combustion has been identified as the main source of PM pollution within Dover District Council, action on domestic combustion are likely to help reduce local $PM_{2.5}$ concentrations. In particular, measures 1 to 5 in Table 2.2 can be expected to reduce $PM_{2.5}$ emissions from road transport within the district, while action on domestic combustion will be key going forwards.

The Council recognise the importance of considering $PM_{2.5}$ and that long-term exposure (over several years) to elevated concentrations of particulate matter ($PM_{2.5}$) at levels typically experienced in urban areas reduces life expectancy between several months and a few years. Dover Council has contributed to and supports the Kent and Medway Energy and Low Emissions Strategy, published in June 2020[9]. The strategy highlighted that in 2017 there were an estimated 922 deaths associated with $PM_{2.5}$ exposure across Kent and Medway. The Kent and Medway Energy and Low Emissions Strategy has therefore included particulate matter as one of the key indicators of success across the region.

[9] https://www.kent.gov.uk/__data/assets/pdf_file/0009/112401/Kent-and-Medway-Energy-and-Low-Emissions-Strategy.pdf

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

This section sets out the monitoring undertaken within 2025 by Dover 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

Dover District Council undertook automatic (continuous) monitoring at one site during 2025. Table A.1 in Appendix A shows the details of the automatic monitoring sites.

The Dover Centre Roadside air quality monitoring station available on Kent Air presents automatic monitoring results for Dover district.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

Dover District Council undertook non-automatic (i.e. passive) monitoring of NO_2 at 17 sites across the district during 2025. Table A.2 in Appendix A presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater

than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 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).

For diffusion tubes, the full 2025 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

In 2025, there was one triplicate monitoring site (DV-06, DV-07 and DV-08) located within the High Street/Ladywell AQMA, as well as two additional monitoring sites located near to the AQMA boundary (DV-31 and DV-30). All sites in and around the High Street/Ladywell AQMA reported annual mean NO_2 concentrations below 10% of the AQS Objective, and concentrations at all three sites decreased when compared to 2024 data. The highest concentration within and nearby the AQMA was of 27.7µg/m^3 at the triplicate site (DV-06, DV-07 and DV-08).

The High Street/Ladywell AQMA has been compliant with the annual mean NO_2 objective (below 10% of the AQS objective) for six consecutive years since 2020. While concentrations in 2020 and 2021 were likely impacted by reduced activity during the COVID-19 pandemic, the overall trend from 2020-2025 shows sustained compliance. Therefore, the Council plans to revoke this AQMA in 2026. The revocation report for the AQMA was presented and approved by Cabinet on 13th April 2026.

At all monitoring locations outside of AQMAs, annual mean NO_2 concentrations were below 10% of the AQS objective. The highest concentration of 28.2µg/m^3 was reported at the site DV-33. Most of the monitoring locations recorded annual mean concentrations lower than the reported 2024 concentrations except for the sites DV-04, DV-05, DV 12 and site DV-28 which recorded slight increases of 0.1µg/m^3, 0.2µg/m^3, 1.2µg/m^3 and 2.0 µg/m^3, respectively.

The reduction in concentrations across the district is likely a result of a combination of the national policy including Environment Act 2021 and Dover District Council's ongoing

efforts to tackle NO_2 emissions from road traffic through measures targeting the promotion of low emission transport and travel alternatives (as set out in Table 2.2).

There have been no NO_2 diffusion tube monitoring sites with an annual mean greater than 60µg/m^3. As per LAQM.TG(22), an annual mean NO_2 concentration greater than 60µg/m^3 can be used as a proxy to indicate whether there is an exceedance of the NO_2 1-hour mean AQS Objective (no more than 18 hourly mean concentrations in exceedance of 200µg/m^3). It is therefore assumed that there have been no exceedances of the 1-hour mean objective of 200µg/m^3 within Dover.

3.2.2 Particulate Matter (PM_{10})

Table A.4 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Table A.5 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.

The PM_{10} monitoring site is located in Dover Centre within the A20 AQMA (which was revoked in April 2025). Please note that the monitoring site was decommissioned in April 2025, with only 26.1% data capture. Though the annualisation has been undertaken in accordance with LAQM.TG(22), due to the low data capture and only monitoring part of the year, the PM_{10} data may not be representative. The data below is only reported for transparency.

There have been no exceedances of the PM_{10} AQS objective within the past five years. The 2025 annual mean concentration (14.6µg/m^3) was reduced when compared to 2024 data (20.3µg/m^3). There were no 24-hour means that exceeded 50µg/m^3 and the 90.4th percentile was 36 3µg/m^3 which is also below the PM_{10} AQS 24 hour mean objective of 50µg/m^3.

3.2.3 Particulate Matter ($PM_{2.5}$)

There is currently no monitoring of $PM_{2.5}$ within Dover District Council. However, in accordance with LAQM.TG(22), $PM_{2.5}$ concentrations can be estimated from monitored PM_{10} concentrations using either a local PM_{10} and $PM_{2.5}$ monitoring PM_{coarse} split (the

fraction of PM between 10µm and 2.5µm, i.e. PM_{10} minus $PM_{2.5}$), or a nationally derived factor[10].

The national factor for PM_{coarse} split is 5.0 for background sites and 6.7 for roadside sites in 2025. As there is no local monitoring for $PM_{2.5}$, the nationally derived roadside factor of 6.7 road has been applied to the PM_{10} concentration (14.6 µg/m^3) at the Dover Centre Roadside automatic monitoring site. The estimated $PM_{2.5}$ concentration in 2025 was therefore 7.9µg/m^3, which is below the $PM_{2.5}$ annual mean AQS Objective (20µg/m^3).

3.2.4 Sulphur Dioxide (SO_2)

There is currently no SO_2 monitoring in Dover, however historically Dover undertook SO_2 monitoring in the previously declared Eastern Docks AQMA.

The AQMA was declared for exceedances of the 15-minute SO_2 objective in the Eastern Docks area in 2002. Since this time, sulphur emissions from ferry ships using the Port of Dover have reduced. Monitoring data showed that the air quality objectives were being met at the port, with no exceedances since 2006. Residents within the AQMA were consulted via letter in 2013 and no comments were received; the AQMA was therefore revoked in 2014 and monitoring was discontinued.

[10] Defra. Estimating $PM_{2.5}$ from PM_{10} Measurements. Available at: https://laqm.defra.gov.uk/air-quality/air-quality-assessment/estimating-pm2-5-from-pm10-measurements/

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? (1)	Monitoring Technique	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
Dover Centre	A20 Townwall Street, Dover	Roadside	632302	141465	PM_{10}	NO	N/A	TEOM	N/A	2.5	2

Notes:

(1) N/A if not applicable

(2) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

Table A.2 – 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)
DV-01	High St	Roadside	631369	141961	NO2	No	2.0	1.5	No	2.6
DV-04	Christchurch Way	Urban Background	630944	143159	NO2	No	6.0	N/A	No	1.6
DV-05	Bench St	Urban Centre	631986	141321	NO2	No	4.0	30.0	No	3.0
DV-06, DV-07, DV-08	Town Hall1	Roadside	631601	141722	NO2	Yes - High St/Ladywell	0.0	2.5	No	3.0
DV-11	Gateway	Roadside	632317	141429	NO2	No	0.0	12.0	No	3.0
DV-12	St Martins	Roadside	632317	141429	NO2	No	0.0	10.0	No	3.0
DV-23	Snargate A	Roadside	631729	140965	NO2	No	0.0	15.0	No	3.0
DV-24	Snargate B	Roadside	631825	141112	NO2	No	0.0	10.0	No	3.0
DV-28	Sunny Corner	Urban Background	630717	140020	NO2	No	0.0	N/A	No	2.0
DV-30	19 High Street	Kerbside	631581	141744	NO2	No	0.0	5.0	No	2.0
DV-31	3 Ladywell	Kerbside	631598	141763	NO2	No	2.0	2.0	No	2.0
DV-32	1 Marine Parade	Roadside	632657	141499	NO2	No	2.0	4.0	No	2.0
DV-33	24 Marine Parade	Roadside	632835	141572	NO2	No	10.0	5.0	No	2.0
DV-36	Sholden Primary School	Roadside	635698	152325	NO2	No	0.0	2.0	No	2.0
DV-37	London Road, Sholden GR	Kerbside	636161	151957	NO2	No	5.0	2.0	No	2.0
DV-38	London Road, Roundabout	Kerbside	636259	151914	NO2	No	2.0	1.5	No	2.0
DV-39	Barton Road	Roadside	631418	142455	NO2	No	5.0	2.5	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
DV-01	631369	141961	Roadside	75.0	75.0	26.2	26.1	24.6	22.7	21.6
DV-04	630944	143159	Urban Background	100.0	100.0	13.7	13.8	11.6	11.6	11.7
DV-05	631986	141321	Urban Centre	100.0	100.0	22.1	23.6	23.3	22.0	22.2
DV-06, DV-07, DV-08	631601	141722	Roadside	100.0	100.0	35.2	35.5	32.8	31.5	27.7
DV-11	632317	141429	Roadside	100.0	100.0	22.1	24.7	21.0	21.4	20.2
DV-12	632317	141429	Roadside	100.0	100.0	27.2	26.5	25.1	23.7	25.3
DV-23	631729	140965	Roadside	100.0	100.0	27.7	28.2	25.7	24.8	24.6
DV-24	631825	141112	Roadside	82.7	82.7	27.6	27.4	27.2	25.6	22.4
DV-28	630717	140020	Urban Background	100.0	100.0	14.1	16.3	12.8	12.6	14.5
DV-30	631581	141744	Kerbside	100.0	100.0	33.9	36.5	31.2	29.5	26.0
DV-31	631598	141763	Kerbside	92.3	92.3	26.5	29.6	26.6	25.6	22.8
DV-32	632657	141499	Roadside	100.0	100.0	28.5	29.8	27.4	27.1	26.0
DV-33	632835	141572	Roadside	92.3	92.3	29.5	32.9	30.4	29.3	28.2
DV-36	635698	152325	Roadside	100.0	100.0	16.4	16.0	14.3	14.2	13.8
DV-37	636161	151957	Kerbside	90.4	90.4	29.5	22.9	20.8	20.4	18.7
DV-38	636259	151914	Kerbside	100.0	100.0	34.0	37.4	30.1	29.4	27.9
DV-39	631418	142455	Roadside	82.7	82.7	19.9	18.9	18.7	17.4	16.4

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

☒ **Diffusion tube data has been bias adjusted.**

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

Notes:

The annual mean concentrations are presented as µg/m^3.

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**.

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

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations: Within and nearby the High Street/Ladywell AQMA

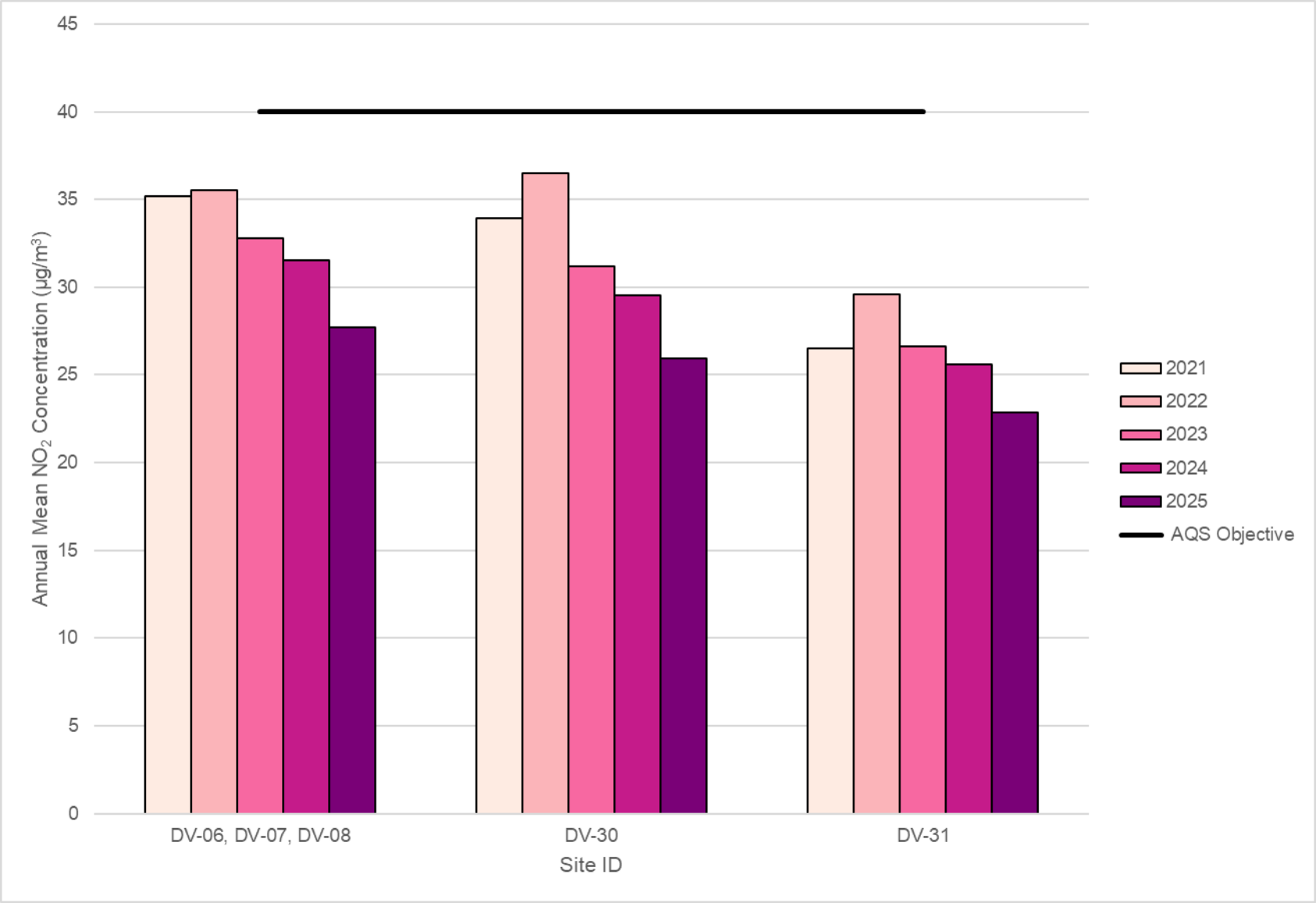


Figure A.2 – Trends in Annual Mean NO_2 Concentrations: Outside of AQMA

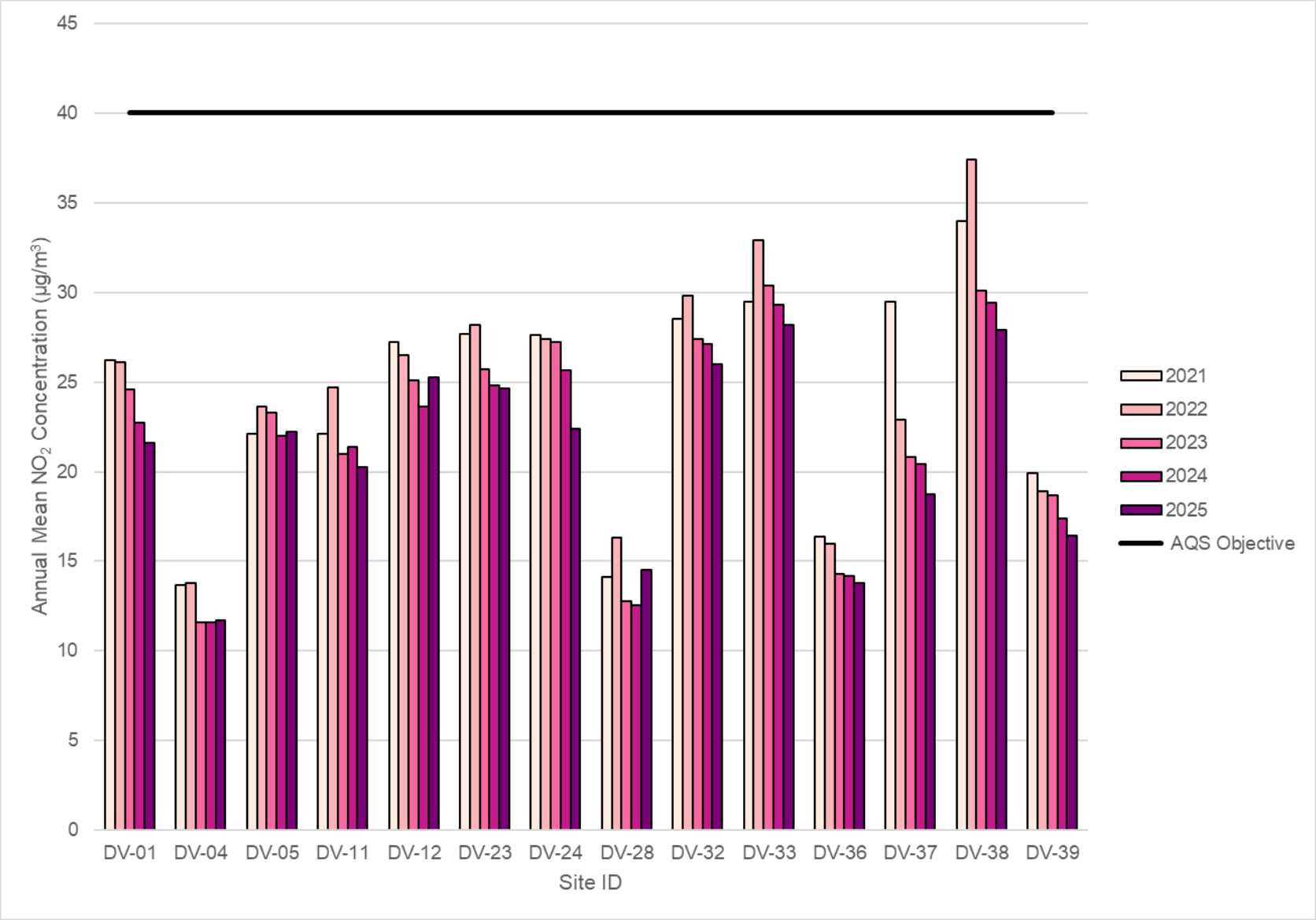


Table A.4 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$)

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
Dover Centre	632302	141465	Roadside	99.1	26.1	20.8	22.0	21.5	20.3	14.6

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

Notes:

The annual mean concentrations are presented as $\mu g/m^3$.

Exceedances of the PM_{10} annual mean objective of 40$\mu g/m^3$ 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.

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

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

Figure A.3 – Trends in Annual Mean PM_{10} Concentrations

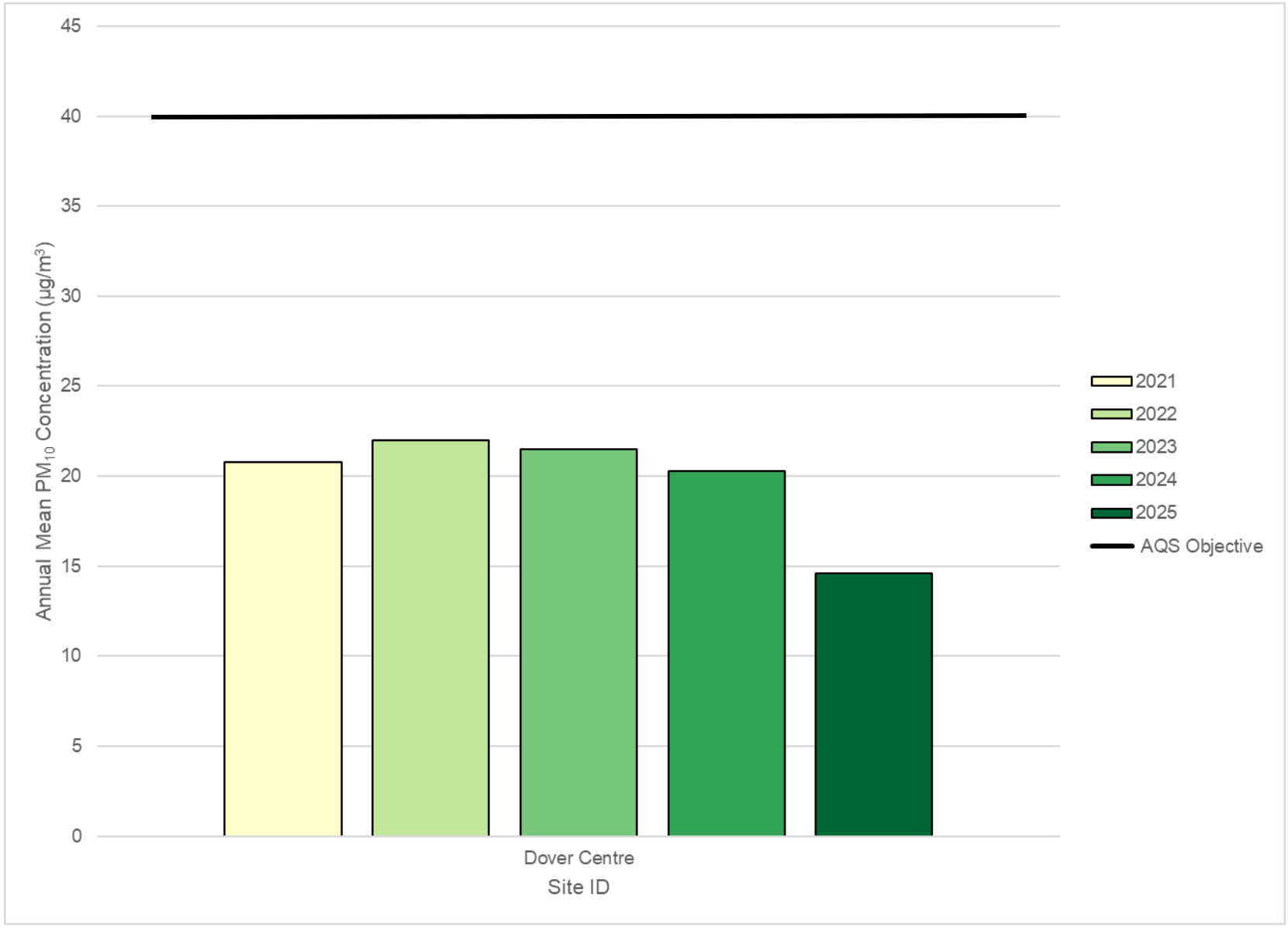


Table A.5 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3

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
Dover Centre	632302	141465	Roadside	99.1	26.1	0	2	0	2	0 (36)

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m^3 have been recorded.

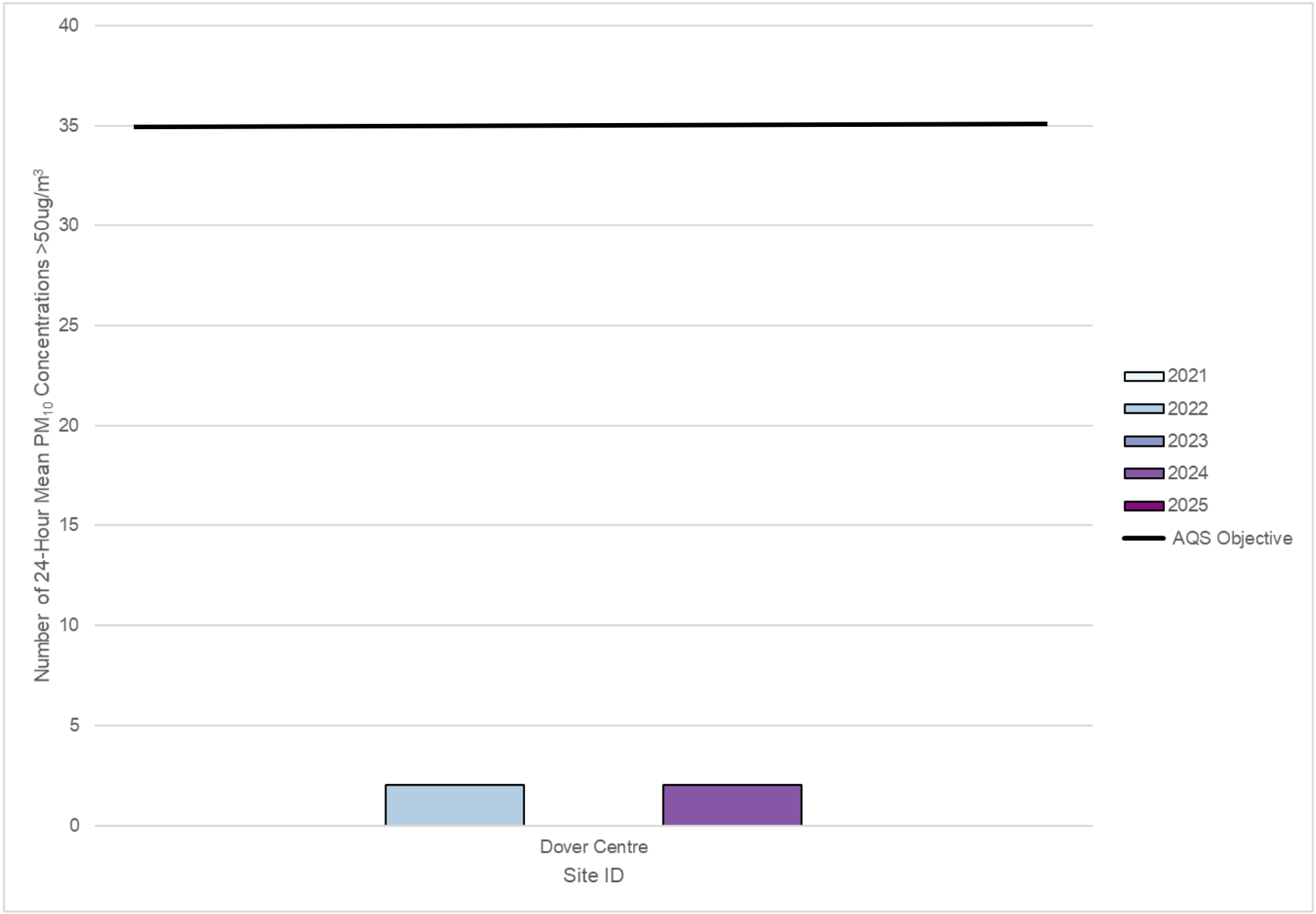
Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

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

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

Figure A.4 – Trends in Number of 24-Hour Mean PM_{10} Results > 50µg/m³



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results (µg/m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DV-01	631369	141961	38.4	39.9				30.2	25.4	21.5	25.9	24.0	17.2	26.8	27.7	21.6		Tube missing March, April, May
DV-04	630944	143159	18.0	17.7	22.2	22.1	13.3	14.0	10.9	11.4	10.8	11.2	12.4	16.4	15.0	11.7	-	
DV-05	631986	141321	31.5	34.9	37.3	33.2	24.4	34.5	23.1	24.0	23.5	19.1	28.3	27.7	28.5	22.2	-	
DV-06	631601	141722	40.5	43.1	44.5	37.9	32.0	39.1	33.2	30.3	31.3	33.3	30.1	35.9	-	-	-	Triplicate Site with DV-06, DV-07 and DV-08 - Annual data provided for DV-08 only
DV-07	631601	141722	42.1	32.8	43.1	38.5	33.9	40.6	33.9	29.1	31.6	27.0	33.9	36.1	-	-	-	Triplicate Site with DV-06, DV-07 and DV-08 - Annual data provided for DV-08 only
DV-08	631601	141722	47.4	35.2	43.1	38.4	29.2	38.2	33.8	31.3	31.7	29.7		35.5	35.5	27.7	-	Triplicate Site with DV-06, DV-07 and DV-08 - Annual data provided for DV-08 only
DV-11	632317	141429	29.1	26.7	33.7	33.7	24.3	27.6	23.3	26.7	23.6	20.0	19.4	23.2	25.9	20.2	-	
DV-12	632317	141429	20.7	40.6	40.0	46.1	33.8	48.3	27.3	31.4	25.8	22.9	22.9	28.7	32.4	25.3	-	
DV-23	631729	140965	22.5	36.9	40.3	39.3	38.7	39.4	30.1	31.0	24.0	25.0	25.9	25.7	31.6	24.6	-	
DV-24	631825	141112	31.9	35.1		35.7		40.3	26.0	24.1	22.3	14.9	29.2	27.6	28.7	22.4	-	Tube missing March, May
DV-28	630717	140020	16.4	25.4	30.0	25.8	18.5	33.9	13.1	16.9	11.0	7.6	10.3	14.8	18.6	14.5	-	
DV-30	631581	141744	40.6	37.8	35.1	36.5	31.1	36.7	29.9	28.3	29.4	26.6	32.9	34.4	33.3	26.0	-	
DV-31	631598	141763		34.3	34.4	35.5	28.0	33.1	24.4	26.2	26.1	23.3	32.0	24.9	29.3	22.8	-	Tube missing January
DV-32	632657	141499	35.9	34.7	45.8	44.5	31.3	34.8	30.0	33.3	26.8	27.3	30.1	25.5	33.3	26.0	-	
DV-33	632835	141572	36.5	46.6		46.2	39.6	46.1	31.6	33.3	29.5	26.1	31.1	30.6	36.1	28.2	-	Tube missing March
DV-36	635698	152325	11.5	23.7	23.3	24.0	18.9	22.4	12.3	14.6	14.1	13.2	17.1	17.1	17.7	13.8	-	
DV-37	636161	151957	30.9	32.9	29.2	27.7	26.1	29.5	13.5	10.6	21.6		20.6	21.4	24.0	18.7	-	Tube missing October
DV-38	636259	151914	36.6	32.7	52.6	48.4	38.4	44.4	24.2	15.7	33.0	32.2	34.3	36.4	35.7	27.9		
DV-39	631418	142455	23.2	27.7	27.0	23.5	17.9	23.7		13.3	17.1	18.5		18.7	21.1	16.4	-	

☒ **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.**

☒ **Dover District Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

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 Dover District Council During 2025

Dover District Council has not identified any new sources relating to air quality within the reporting year of 2025. All new housing developments are assessed for air quality impact for both operational and construction phase.

Additional Air Quality Works Undertaken by Dover District Council During 2025

Dover District Council has not completed any additional works within the monitoring year of 2025.

QA/QC of Diffusion Tube Monitoring

The diffusion tubes are supplied and analysed by SOCOTEC Didcot, formerly the Environmental Scientifics Group (ESG) Didcot, utilising the 50% triethanolamine (TEA) in acetone preparation method.

SOCOTEC Didcot is a UKAS accredited laboratory and participates in the AIR-PT Scheme for NO_2 tube analysis and the Annual Field Intercomparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO_2 concentrations reported are of a high calibre.

In the 2025 AIR NO_2 PT rounds, AIR-PT AR068 - AR072 (January - December 2025) SOCOTEC scored 87.5%, 100%, 100% and 87.5% respectively. The percentage score reflects the results deemed to be satisfactory based upon the z-score of < ±2. Additionally, the precision of the NO_2 diffusion tubes (50% TEA in Acetone) supplied by SOCOTEC Didcot has been classified as ‘good’ for all 17 observations in 2025. 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. Further information on the precision summary results can be found on the LAQM website.

Diffusion Tube Annualisation

Data capture at all diffusion tube locations was at least 75% in 2025. Therefore, no non-automatic monitoring sites in Dover District Council required annualisation during the 2025 monitoring year.

Diffusion Tube Bias Adjustment Factors

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

Dover District Council did not have any triplicate co-location sites during 2025. Therefore, Dover 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 Dover District Council over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	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

Figure C. 1 – National Bias Adjustment Factor

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/26

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 June 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 undo your selection, choose (All) from the pop-up list	Year[2] To undo 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[5]	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		**Overall Factor[3] (17 studies)**				**Use**		**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/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.

None of the non-automatic monitoring sites within Dover District Council's jurisdiction required fall-off with distance correction during the 2025 monitoring year.

QA/QC of Automatic Monitoring

PM_{10} instrument TEOM at site Dover Centre Roadside was de-commissioned on 7th April 2025 following cabinet approval to revoke the previous A20 corridor AQMA.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

The Council undertook monitoring of PM_{10} using a TEOM particulate analyser at one location from January to April in 2025. The site was decommissioned on 7th April 2025. TEOMs collect particles on a small oscillating filter, the analyser measures the change in oscillation frequency of the filter as this frequency change is proportional to the change in PM_{10} concentrations. TEOMs are operated at 50°C and as such loose volatile components

of the PM_{10} fraction. Therefore, to provide corrected gravimetric concentrations of PM_{10}, the monitoring results have been corrected using the Volatile Correction Model[11]. The monitoring results are downloaded as gravimetric equivalent from the Kentair website[12]. The website managers of the Kentair are responsible for the PM_{10} gravimetric adjustment.

Automatic Monitoring Annualisation

The annual data capture of the PM_{10} monitoring at Dover Centre is 26.1%, due to the short period of monitoring. Therefore, annualisation has been undertaken with details of the calculation method undertaken provided in Table C.2.

Table C.2 – Automatic PM_{10} Annualisation Summary (concentrations presented in $\mu g/m^3$

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	Dover Centre	
			Period Mean (P_m)	Ratio (A_m / P_m)
Rochester Stoke	99.6	14.5	20.6	0.703
Eastbourne	99.6	12.0	16.1	0.744
Lullington Heath	99.1	11.9	15.6	0.763
Southend-on-Sea	97.2	13.8	19.2	0.720
Average (R_a)			**0.732**	
Raw Data Annual Mean (M)			**19.9**	
Annualised Annual Mean (M x R_a)			**14.6**	

[11] Volatile correction model. http://www.volatile-correction-model.info/

[12] Kent air. http://www.kentair.org.uk/

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

Figure D.1 – Map of Automatic Monitoring Site and Non-Automatic Monitoring Site around Dover A20

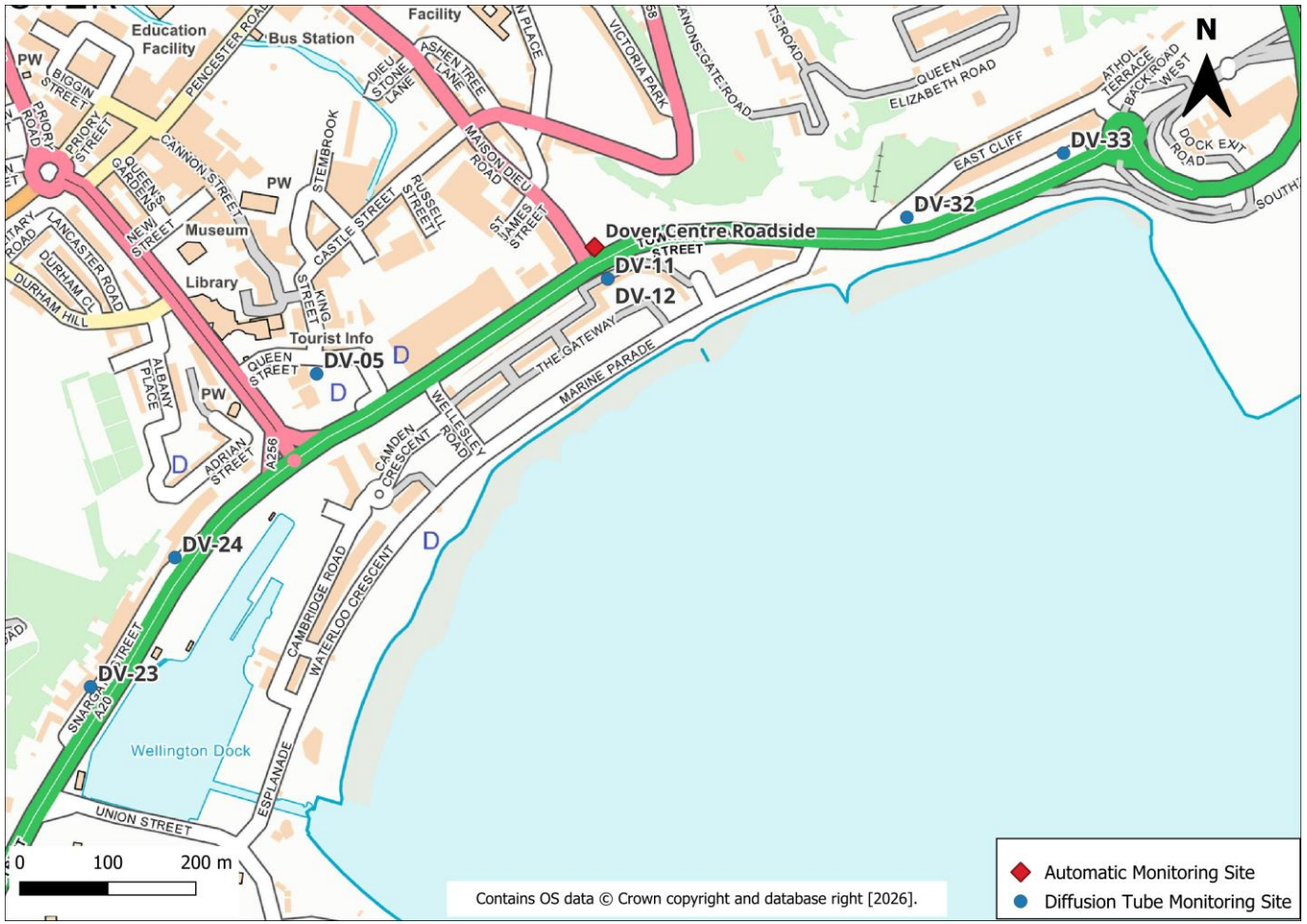


Figure D.2 – Map of Non-Automatic Monitoring Site in and around High Street/Ladywell AQMA

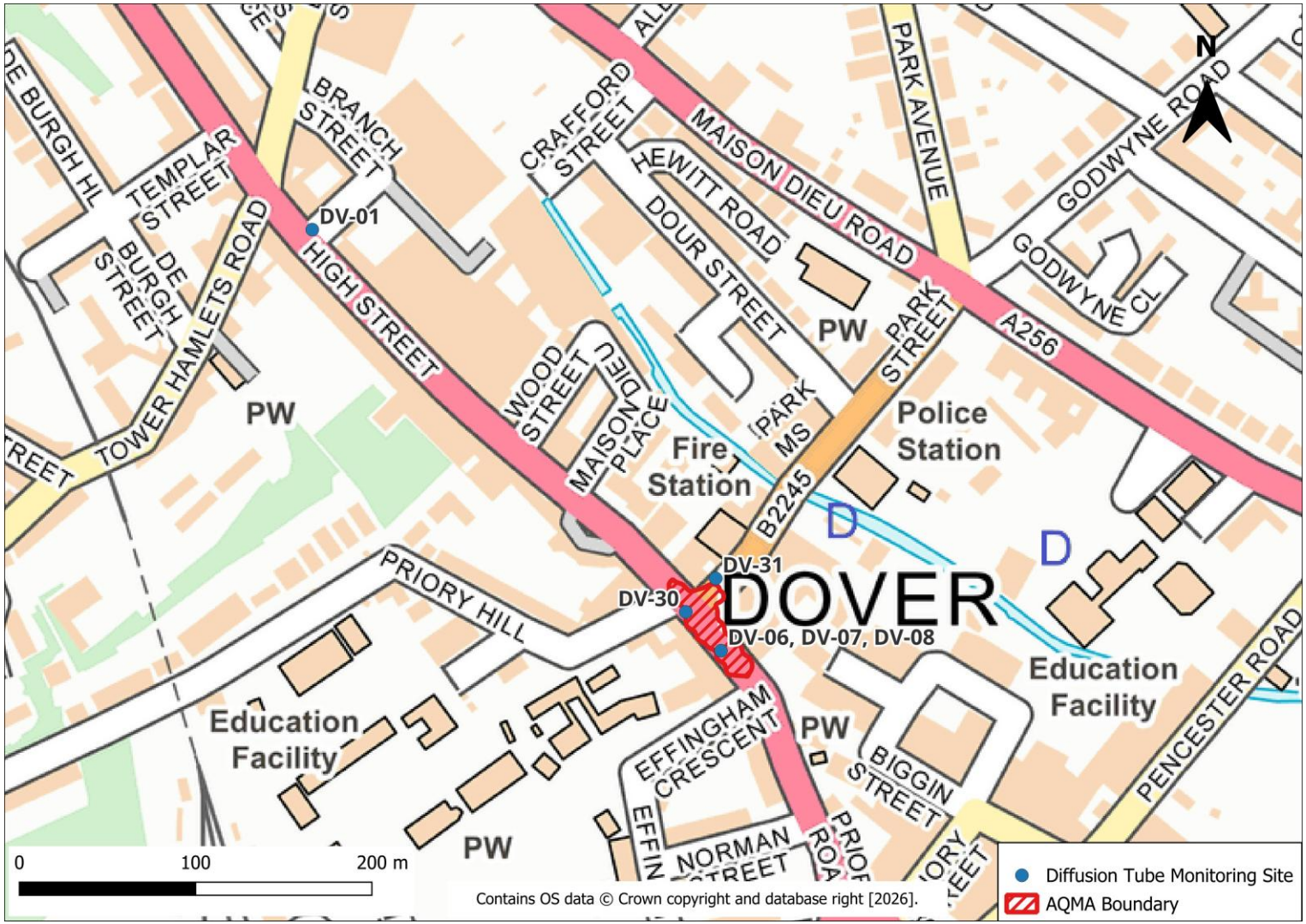


Figure D.3 – Map of Non-Automatic Monitoring Site in North Dover

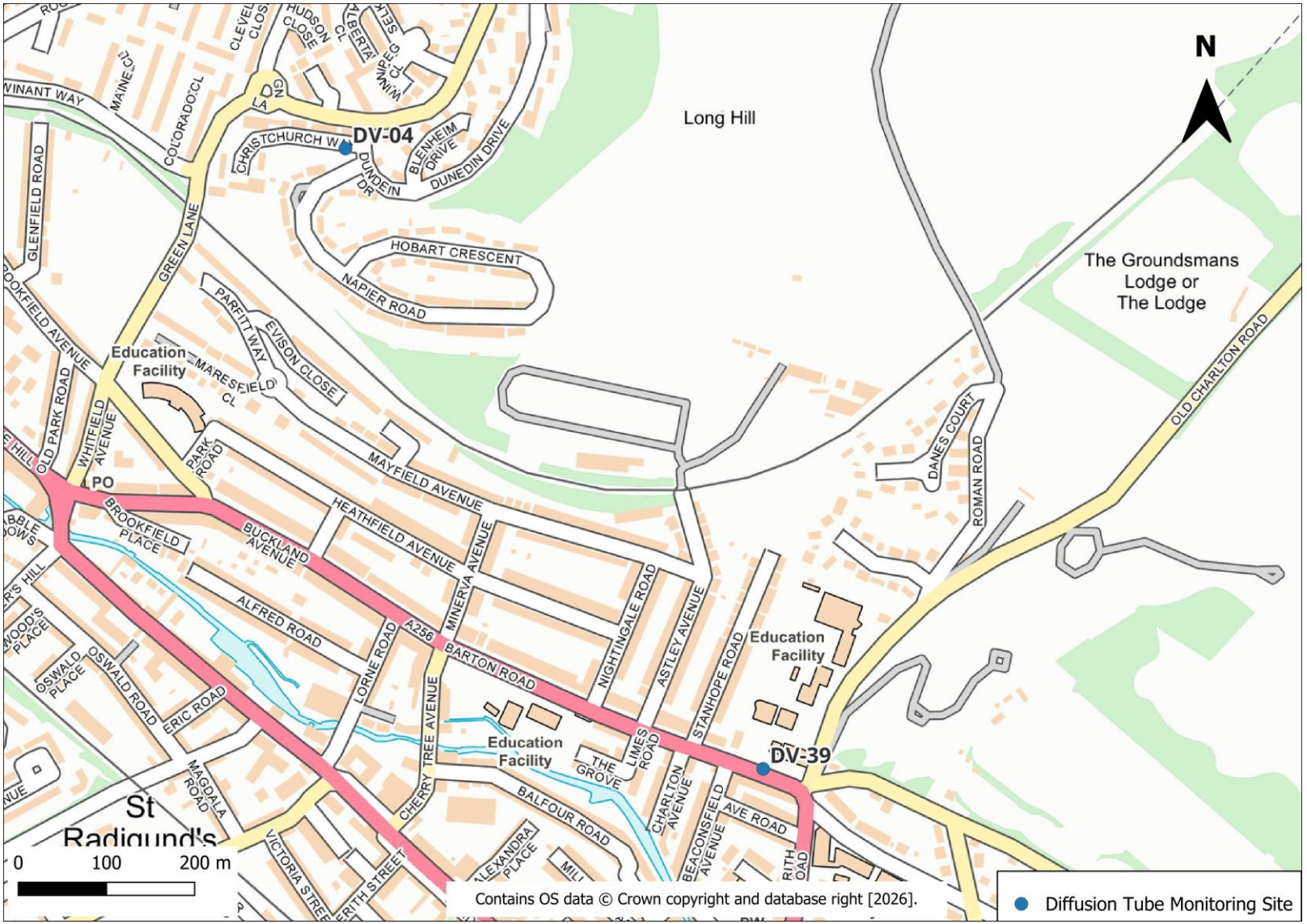


Figure D.4 – Map of Non-Automatic Monitoring Site in Aycliffe

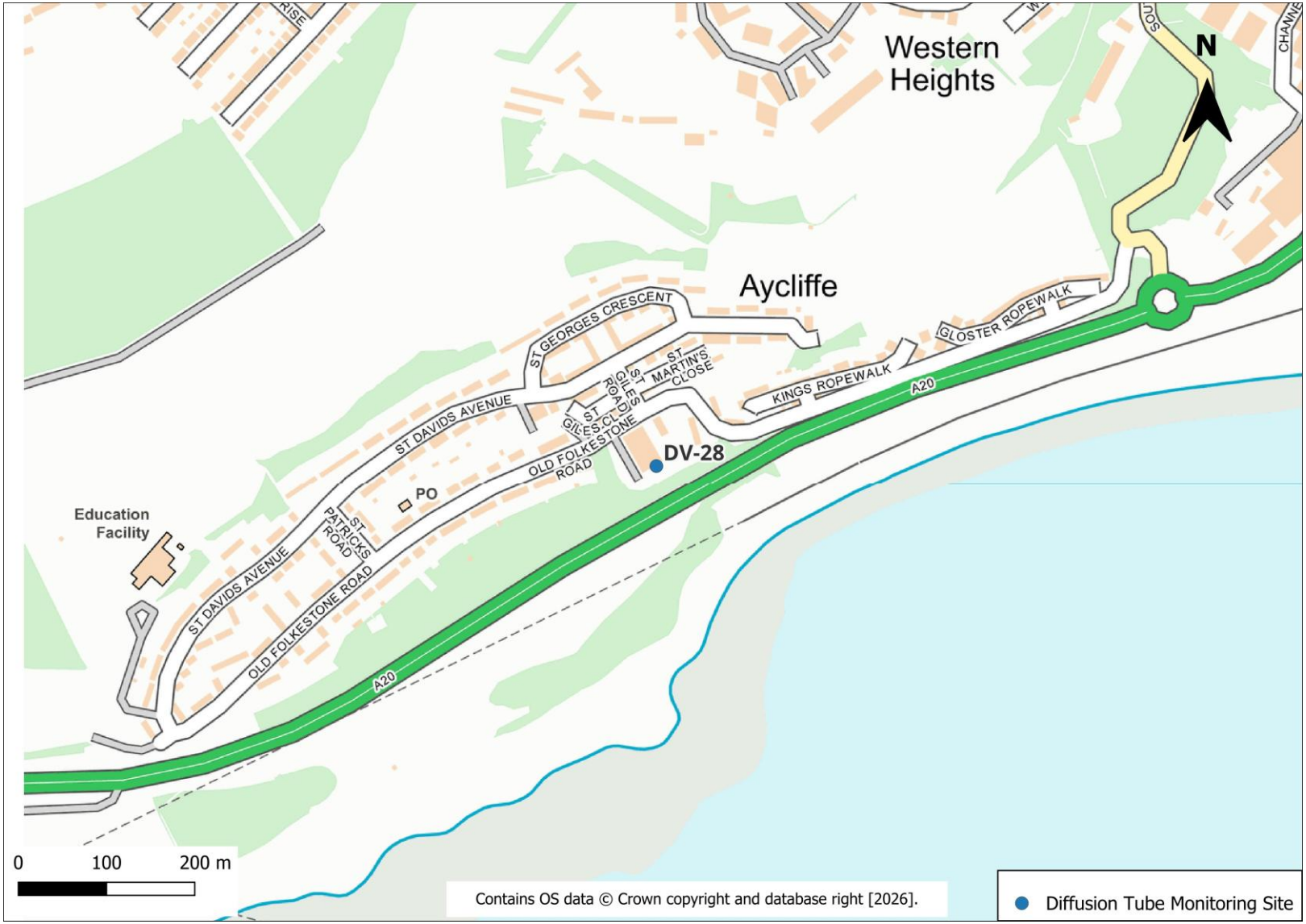
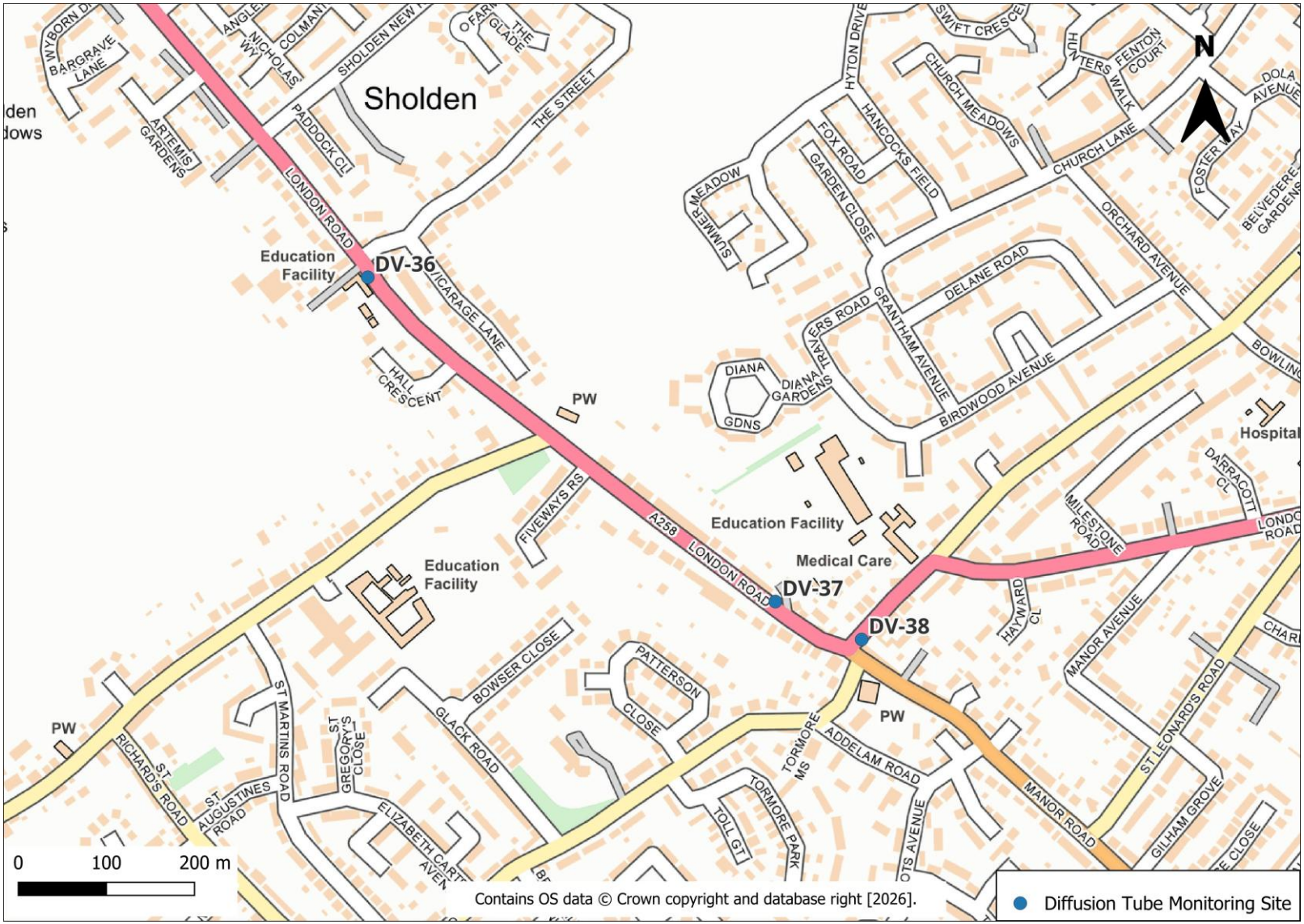


Figure D.5 – Map of Non-Automatic Monitoring Site in Deal



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[13]

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

[13] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
CS	Core Strategy
DDC	Dover District Council
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
ELES	Energy and Low Emissions Strategy
KCC	Kent County Council
KMAQP	Kent and Medway Air Quality Partnership
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
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- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- Dover District Council Annual Status Report 2025. Published by Dover District Council.
- Dover District Council Annual Status Report 2024. Published by Dover District Council.
- Dover District Council Annual Status Report 2023. Published by Dover District Council.
- Dover District Council Annual Status Report 2022. Published by Dover District Council.
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