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2026 Annual Status Report

June 2026





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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

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Local Responsibilities and Commitment

This ASR was prepared by the Bureau Veritas on behalf of Gravesham Borough Council with the support and agreement of the following officers and departments:

- Planning and Regeneration Services
- Parking Services
- Parks and Open Spaces
- Communication Services
- Climate Change Officer Working Group
- Kent County Traffic Management
- Kent County Highways

This ASR has been approved by:

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Executive Summary: Air Quality in Our Area

Air Quality in Gravesham Borough 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.

Gravesham Borough Council monitors air pollution across the borough, with the principal pollutants of concern being Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}). Gravesham Borough Council has one automatic monitoring station located in Air Quality Management Area (AQMA) No.1 (A2 Trunk Road), the Council also had two further AQMAs (Gravesham A226 One-way system and Gravesham A227 Wrotham Road/ B261 Old Road West) which have recently been revoked due to years of compliance. The Northfleet Industrial automatic station was decommissioned in March 2024 following the revocation of the Northfleet Industrial AQMA following a suitable sustained reduction in levels.

The remaining automatic monitor demonstrates long-term compliance with the air quality standard (AQS) objective for Nitrogen Dioxide (NO₂), with regards to annual mean and 1-hourly exceedance objectives. Particulate Matter (PM₁₀) also shows long term compliance for the annual mean and the 24-hour mean PM₁₀ AQS objectives.

National Highways (NH) had responsibility for the management of the A2 Trunk Road and as such was responsible for any direct actions proposed for the AQMA along the A2 Trunk Road in Gravesham.

Kent County Council (KCC), as the local transport authority, is responsible for the management of the local road network and, as such, is responsible for any direct actions proposed for the AQMAs in the town centre to reduce road traffic emissions. Gravesham

Borough Council works together with Kent County Highways to improve air quality within the AQMAs and throughout the Borough.

Gravesham Borough Council is continuing to review their remaining AQMA to ascertain whether any significant improvements to pollution levels have been made to allow for boundary adjustment or removal.

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})	<p>Particulate matter is everything in the air that is not a gas.</p> <p>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.</p> <p>PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.</p>

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 Plan¹ 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 Strategy² provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero³ 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.

The declaration of the existing AQMAs and the adoption of the 2024 – 2029 Action Plan continues to enable the Council to make progress on improving air quality within the Borough, for residents and visitors. This has been achieved by working with partners, including Kent County Council, Kent County Highways, National Highways, and the Environment Agency.

The Council adopted its Local Plan Core Strategy (CS) in September 2014.

The Gravesham Local Plan Core Strategy is a local document guiding development in the Borough, it includes policies and strategies aimed at improving air quality and covers the period 2011 to 2028. The plan addresses air quality through various measures, including those focused on transport, land use, and community engagement. It also acknowledges the need to work with partners like Kent County Council and local communities to achieve cleaner air.

Key aspects of the Gravesham Local Plan Core Strategy relate to air quality:

¹ Defra. Environmental Improvement Plan 2023, January 2023

² Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

³ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

- The strategy aims to prevent air quality deterioration and improve existing issues, particularly those related to nitrogen dioxide (NO₂) and particulate matter (PM₁₀).
- The plan focuses on reducing emissions from transport, including encouraging modal shifts away from car-based transport towards public transport, cycling, and walking.
- The plan encourages locating new development in areas with good access to services and facilities, minimizing the need for travel, and supporting sustainable transport options.
- The plan emphasises collaboration with various stakeholders, including Kent County Council, local communities, businesses, and transport operators, to implement air quality improvements.

The Council has recently adopted (February 2025) the Gravesham Local Development Scheme 2025-26 (LDS). The LDS focusses on a partial review of the Local Plan Core Strategy. The LDS confirms the commitment by Gravesham when preparing all local plan documents, attention will be given to the expected economic, social and environmental impacts of proposed policies and plans. The Council is currently in the process of producing a Gravesham Borough Council Local Plan which will replace the adopted CS and 'saved' Local Plan Policies. 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.

Conclusions and Priorities

During 2025, 13 monitoring sites reported decreases in NO₂, 51 reported an increase in NO₂, and 2 sites reported no change. No monitoring sites reported exceedances. The Council will continue to use their passive monitoring network to determine whether AQMAs need amending or whether there are any new identifiable areas of concern. Gravesham Borough Council are focused on reducing annual mean NO₂ concentrations via the implementation of current measures, but also through development of new measures as part of the 2024 – 2029 AQAP. The Council's priorities for the next reporting year are:

- Continue to implement and continue to progress the Climate Change Management Plan 2022
- Continue working with partners in the Kent and Medway Air Quality Partnership (K&MAQP) to improve air quality throughout the area

- Continue reviewing the NO₂ passive monitoring network, to identify any areas which may require additional monitoring and to identify any potential areas of exceedances
- Start the revocation process of Gravesham A226 one-way system AQMA

How to get Involved

The main source of air pollution within Gravesham Borough Council is from road traffic emissions. Gravesham currently has local initiatives to inform and educate the public on local air quality, through several schemes:

- Pollution Patrol – a website which allows access to resources that will help you understand more about air pollution and its effects on your health and the environment. The pollution patrol was jointly financed by several Councils and a Department for Environment, Food and Rural Affairs (DEFRA) grant. All schools in Gravesham with children of the relevant age are being invited to use the website. This can be accessed via <https://pollutionpatrol.org.uk/>
- Social Media Campaigns
 - KentAir Week (Pollution Patrol was launched during KentAir Week in April drawn up as a tool for schools in Kent in addition to Care4Air which is available through KentAir).
 - Clean Air Day (UK's largest air pollution campaign, bringing together communities, businesses, schools, and the health sector).

Further to this, the following are suggested alternatives to private travel that would contribute to improving the air quality in the borough:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the number of vehicles and reducing congestion. The Council has supported its staff in increasing their use of public transport by arranging with Arriva, a discount for Council employees who use the bus for their commute
- 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 benefit of keeping fit and healthy. The Council has supported its staff in increasing their use of cycling to get to work and go out on visits in the borough by providing secure cycle storage, showers and a Cycle to Work scheme with which staff can purchase cycles and cycling equipment at a reduced rate and pay for it through their salaries

- Car/lift sharing – Where several individuals are making similar journeys, such as travelling to work or to school car sharing reduces the number of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools. The Council encourages staff to share cars on work business by paying a passenger rate of mileage. They also promote the Kent County Council Car Share scheme to staff
- 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. The Council has significantly increased the number of electric vehicle (EV) charging points in the main town centre car park used by visitors to the town and staff. It has also increased the number of EVs in its own fleet
- Home working – Choosing to work from home can help to alleviate congestion on the roads during peak times and therefore reduce the amount of emissions being released. The Council have supported the staff in working from home with those now able to work from home only being required to work in the office a minimum of two days per week. With many of the Council's staff having a long commute by car, this has significantly reduced the commuting miles
- Remote attendance of meetings – most of the Council meetings are now attended remotely including those with colleagues off site, leading to a further reduction in business miles.

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1 Local Air Quality Management

This report provides an overview of air quality in Gravesham Borough 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 Gravesham Borough 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 Gravesham Borough Council can be found in Table 2.1. The table presents a description of the AQMA(s) that are currently designated within Gravesham Borough Council. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMAs and the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designation(s) are as follows:

- NO₂ annual mean

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
Gravesham A2 AQMA	Declared 2002, Amended 2012	NO ₂ Annual Mean	The A2 Trunk Road AQMA. An area extending either side of the length of the A2 within the borough.	YES	50.5 µg/m ³	27.2 µg/m ³	6	Gravesham Borough Council Air Quality Action Plan (2024 – 2029)	Visit the AQAP for the A2 Trunk Road AQMA
Gravesham A226 One-way system AQMA	Declared 2005	NO ₂ Annual Mean	An area incorporating the entirety of the A226 One-way system in Gravesend.	NO	57.4 µg/m ³	30.1 µg/m ³	3	Gravesham Borough Council Air Quality Action Plan (2024 – 2029)	Visit the AQAP for the A226 One-way system in Gravesend AQMA
Gravesham A227 Wrotham Road/ B261 Old Road West AQMA	Declared 2005	NO ₂ Annual Mean	An area encompassing the junction of the A227 Wrotham Road and B261 Old Road West extending south to a point just beyond the Woodlands Restaurant.	NO	47.3 µg/m ³	25.6 µg/m ³	6	Gravesham Borough Council Air Quality Action Plan (2024 – 2029)	Visit the AQAP for the A227/B261 Wrotham Road/Old Road West Junction AQMA

Gravesham Borough Council confirm the information on UK-Air regarding their AQMA(s) is up to date.

Gravesham Borough Council confirm that all current AQAPs have been submitted to Defra.

2.2 Progress and Impact of Measures to address Air Quality in Gravesham Borough Council

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

1. *"The Council should consider the revocation of the Gravesham A2 AQMA and Gravesham A227 Wrotham Road/B261 Old Road West AQMA following 5 consecutive years of compliance. For further information, please refer to the LAQM Technical Guidance 2022.*

Gravesham Borough Council have revoked the Gravesham A2 and A227 Wrotham Road/B261 Old Road West AQMAs.

2. *The QA/QC procedures are detailed, justified and correctly evidenced, providing robust analysis of the passive monitoring data. This should continue in future reports.*
This has been continued within the 2026 report.
3. *The maps illustrating the extent of the AQMAs and monitoring locations are clear and detailed. It is easy to identify each monitoring location. This is an example of good practice.*

This has been continued within the 2026 report.

4. *The Council have highlighted three key measures in Table 2.2. This is welcomed, and should be continued in the future.*

This has been continued within the 2026 report.

5. *During 2024, GBC have reviewed their monitoring network and relocated one location which was deemed unrepresentative of the receptor. This is commended, however the Council should pay particular attention to the seven locations which showed increases in annual mean NO₂ concentrations to avoid potential exceedances."*

Gravesham Borough Council continues to review their monitoring network and currently intends to maintain existing monitoring in all areas.

Gravesham Borough Council has taken forward several 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. Nineteen measures are included within Table 2.2, with the type of measure and the progress Gravesham 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.

More detail on these measures can be found in their respective Action Plans, which can be accessed via www.kentair.org.uk.

Key Measures Progressed in 2025 are:

- Fleet conversion to sustainable fuels operational
- Fastrack fleet now 100% electric
- Electric Vehicle Charging Infrastructure has been expanded

Gravesham expects the following measures to be completed over the course of the next reporting year:

- New Taxi Policy effective from 1 May 2026 (approved in 2025)
- The revocation of the A226 One-way System Gravesend AQMA

Gravesham Borough Council worked and will work to implement these measures in partnership with the following stakeholders during 2026:

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

Gravesham Borough Council anticipates that the measures stated above and in Table 2.2 will continue to achieve compliance in the A2 Trunk Road AQMA and the A227 Wrotham Road / B261 Old Road West AQMA.

The measures stated above and in Table 2.2 will help to contribute towards compliance, Gravesham Borough Council anticipates that these measures will enable the revocation of The A226 One-way System Gravesend AQMA to be revoked in 2026.

Gravesham Borough Council have finalised the revocation order for Gravesham A2 Trunk Road AQMA and Gravesham A227 Wrotham Road/ B261 Old Road West AQMA.

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														
1	Improve emissions standards for Council Fleet	Vehicle Fleet Efficiency	Fleet Efficiency and recognition schemes	2006	On-going	Gravesham Borough	GBC / Grants where available	Funded	£50k - £100k	Implementation	<0.5µg/m³	Reduction in mileage Later Euro standard vehicles Increase in percentage of electric vehicles in the fleet.	<p>The Council's depot now has charging capacity installed for smaller electric vehicles which will support the expansion of the EV fleet moving forward. The Council has converted 15% of the Council's fleet to electric vehicles and installed 18 Electric Vehicle Charging Points (EVCP) at the Brookvale depot. The fleet's diesel vans and HGVs have been fuelled with a 25% HVO (Hydrotreated Vegetable Oil) and 75% white diesel blend since December 2024, gradually increasing to 100% HVO in April 2025. Since December 2024, the fleet's diesel vans and HGVs have been powered by a 25% HVO and 75% white diesel blend. Utilising 100% HVO is expected to reduce emissions from 22% to 2%. Providing alternative travel options for staff including Cycle to Work scheme and Electric Vehicle Salary Sacrifice Scheme.</p> <p style="text-align: center;">Cycle to Work Scheme</p> <p>Cycle-to-work and EV salary sacrifice schemes provide substantial financial and personal benefits for employees. Key advantages include savings of 30% to 42% on costs through payments made from gross salary tax and National Insurance, no upfront costs enabling the acquisition of new bikes or cars, and simplified car ownership due to inclusive insurance and maintenance. Additionally, these schemes promote personal health benefits from cycling and contribute to reducing individual carbon footprints. Since the implementation of this scheme, i.e. from May 2023, there have been 42 staff take advantage of the scheme.</p> <p style="text-align: center;">Octopus EV Salary Sacrifice Scheme There have been 14 staff who have utilised the scheme so far.</p> <p style="text-align: center;">Route planning Software</p> <p>Continued use of the routing software to ensure fleet vehicles minimise journey times where possible. Re-routing of collection rounds for the entire refuse and recycling service has been completed and has been operational since September 2025. An update on the garden waste schedules was implemented at the end of February 2026. Now, the Council officers are looking at options to re-route the street cleansing rounds over the next 12 months.</p>	-
2	Improve emissions standards for Buses	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	2024	On-going	Kent County Council / Transport Operators / Developers	KCC / Transport operators / Developers	Funded	£50k - £100k	Implementation	<0.5µg/m³	Increase in percentage of electric vehicles in the fleet.	<p>In order to assist in delivering this measure Gravesham are working with KCC on planning and implementing new routes for Fastrack and the EV Charging network. Fastrack received the first batch of the new Irizar IE trams which have replaced the diesel HGV buses in the Fastrack Fleet in the North Kent Thameside with the rest of the 28 bus fleet is now 100% electric. These buses run on routes throughout Gravesham and Dartford, where possible on dedicated lanes and are allowed through junctions by traffic lights. The chargers for these buses have now been installed including at the Gravesend Bus Hub.</p> <p style="text-align: center;">MaaS (Mobility as a Service)</p> <p>Mobility as a Service (MaaS) in Kent refers to localised initiatives championed by Kent County Council (KCC) to integrate various transport options—like buses, trains, and bike-sharing—into a single, unified digital platform. The overarching goal is to reduce private car dependency and cut carbon emissions.</p>	- KCC are reported to have abandoned the procurement for a MaaS technology provider and payment provider due to financial constraints within the Department for Transport; there is a need to consider a more joined-up approach between Kent Authorities and the government for MaaS to succeed in Kent.

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
3	Improve emissions standards for Taxis	Promoting Low Emission Transport	Taxi Licensing conditions	2024	On-going	Gravesham Borough	GBC / Taxi owners	Funded	£50k - £100k	Implementation	<0.5µg/m ³	<p>Later Euro standard vehicles increase in percentage of electric vehicles in fleet.</p> <p>Retain the requirement that all vehicles presented for first time licensing must meet Euro 5 or Euro 6 emission standards for:</p> <p>All vehicles, other than stretched limousines and Wheelchair Accessible Vehicles, must meet or exceed the Euro 5 or 6 emission standards.</p> <p>From 1 April 2025, all vehicle licence applications for newly licenced vehicles (i.e. all applications other than those to 'renew' an existing vehicle licence for the same vehicle by the same holder) must be for vehicles that are powered wholly by electricity.</p> <p>From 1 April 2030, all vehicle licence applications must be for vehicles that are powered wholly by electricity.</p> <p>Encourage drivers to licence vehicles that are of an electric, hybrid or other low emission type</p> <p>Encourage drivers of taxis and PHVs to better maintain the vehicles to reduce emissions from them such as by way of frequent MOT Tests and inspections an Annual MOT Test, interim 6-month safety and standards inspection and ad hoc inspections when required.</p>	<p>The Council is maintaining is requirement for low emission vehicles for all registered taxis.</p> <p>The Taxi Policy is published on the Council's website along with information about applying for a taxi licence and the inspections.</p> <p>The information confirms the Council's intention to support a phased move towards electric vehicles. All vehicles must be inspected before the application processes. This is to avoid the applicant coming forward with the incorrect vehicle. This is being implemented for new applications, renewals etc.</p> <p>There is a continued commitment to review the minimum Euro standards when Taxi Licensing Policy is reviewed every 5 years.</p> <p>The draft hackney carriage and private hire policy is proposing that all newly licensed vehicles, except limousines and wheelchair accessible vehicles, must be either electric or hybrid from 1 May 2026. The report and draft policy was presented to Operational Services in March 2026.</p> <p>To date, the Council has licensed 38 hybrid vehicles and 7 electric vehicles.</p> <p>The new Taxi Policy has now been approved to talk about it. been approved with the proposed changes; it came into effect from 1 May 2026.</p> <p><u>Raising awareness of the drivers to air quality i.e. anti-idling</u></p> <p>Engine anti-idling provides significant environmental, health, and financial benefits by reducing fuel consumption and emissions.</p> <p>Design for anti-idling signage has been completed, produced and installed at Gravesend Town's main taxi rank, encouraging people to turn off their engines as they wait.</p> <p>Nine anti-idling signs were erected along the town centre taxi rank in Bath Street in March 2026. The anti-idling signage project at taxi ranks is now complete.</p>	-

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												<p>Raise the awareness of drivers of taxis and PHVs, of the effects of the idling of engines especially in on taxi ranks</p> <p>Work in partnership with other bodies e.g. Energy Savings Trust to educate taxi and PHV drivers on how to drive more efficiently</p> <p>Review the minimum Euro standards when Taxi Licensing Policy is reviewed every 5 years</p> <p>Continue to expand the use of taxi and private hire vehicle (PHV) licensing to improve the taxi fleet - The vehicle specifications for taxi and PHVs are contained within the Hackney Carriage and Private Hire Policy and particular consideration is given to limiting the age of vehicles, inspection & MOT requirements and vehicle emissions.</p>		
4	Working with schools to promote active transport	Promoting Travel Alternatives	Promoting Travel Alternatives	2004	On-going	KCC / Gravesham Borough Council	GBC / S106 funding / KCC / Developers	Funded	< £10k	Implementation	<0.5µg/m³	<p>All primary schools in Gravesham have reviewed their Travel Plan. All primary schools in Gravesham have signed up to Pollution Patrol.</p>	<p>In order to assist in delivering this measure Gravesham are working with KCC on forming and delivering their Active Travel Plans</p> <p>KCC actively collaborates with schools to promote active travel, focusing on initiatives like school travel plans, grants for infrastructure improvements, and educational resources through their Jambusters website https://jambusterstpms.co.uk/x.jsp?ano=1</p> <p>KCC aims to make walking and cycling convenient and appealing for short journeys to and from school, encouraging students to choose active modes of transport.</p> <p>KCC supports schools in developing and implementing their own school travel plans. These plans outline strategies to reduce car dependency and promote safer, more sustainable travel options like walking, cycling, and scootering. School travel plans can include initiatives like walking buses, cycle storage, and designated drop-off/pick-up zones.</p> <p>KCC offers grants to schools for improving infrastructure that supports active travel. This may involve funding for cycle and scooter storage, welly storage, and enhancements to on-site walking routes.</p>	-

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													<p>KCC provides resources and guidance to schools through its Jambusters website. This includes templates for travel data collection and other tools to help schools monitor and evaluate their travel plans.</p> <p>The Council is looking into a school's campaign, independent of KCC, around June to tie in with Clean Air Day.</p> <p>Design for anti-idling signage for schools has been finalised, and the intention is to install the signage around schools during the summer holidays.</p> <p>It is proposed that the installation of anti-idling signage at schools be carried out working in partnership with the ten schools taking part in the Abbie Ayre project in June 2026, throughout August 2026 so that the signage is up for the start of the new academic year.</p> <p>KCC's Active Travel Strategy aims to make active travel a realistic and attractive choice for short journeys. The strategy focuses on integrating active travel into planning processes, improving routes, and promoting its benefits.</p> <p>KCC have also created the Kent Connected website to allow people to plan their journey comparing different travel methods e.g. walking cycling, public transport, driving etc providing information about how much less pollution some methods produce, how many calories etc. It is important that the health benefits are emphasised when encouraging people to take more sustainable travel choices. https://kentconnected.org/.</p> <p>The Council has connected with the Active Travel Interventions Team and offered to promote KCC's campaigns and programmes to the schools within the borough.</p> <p>"Performance in Education" have been engaged to deliver a project on Active Travel and Air Quality in ten Primary Schools KS2 year 5 during Clean Air Week in June 2026 called "Abbie Ayre and the Shed of Science". Through investigating the science of air quality, students are encouraged to use their cars less and walk, cycle or scoot more. They learn how they can do this safely and how they can encourage others in their school to develop that safe habit for now and the future.</p>	
5	Support the development of cycling and walking infrastructure to increase the use of sustainable transport modes such as walking and cycling	Transport Planning and Infrastructure	Cycle network and other	2004	On-going	KCC / Gravesham Borough Council	GBC / KCC / Developers / Grant funding where available	Funded	< £10k	Implementation	<0.5µg/m ³	Completion of improved walking and cycling routes.	<p>In order to assist in delivering this measure Gravesham are working with KCC on forming and delivering their plans to extend the cycling and walking routes.</p> <p>KCC's Cycling and Walking Infrastructure Plan went out to consultation in 2024 and was approved by their Cabinet Committee in September 2024.</p> <p>KCC are aiming at delivering a network plan for walking, wheeling and cycling, which identifies preferred routes and core walking and wheeling zones.</p> <p>A plan for integrating the plan into active travel planning policies, strategies and delivery plans.</p> <p>A prioritised list of routes and zones for future investigation and investment.</p> <p>KCC aims to make walking and cycling convenient and appealing for short journeys to and from school, encouraging students to choose active modes of transport.</p> <p>Enhancements to the Borough's cycling network is being progressed through the emerging Local Plan, with Kent County Council undertaking separate initiatives to promote cycling, such as 'WeRoam'</p> <p>The KCC Fastrack Team have also focused attention on walking & cycling schemes, Demand Responsive Transport schemes, multi-operator ticketing systems and working closely with behaviour change technology companies such as 'Betterpoints' to motivate individuals to change their travel behaviours.</p> <p>The scheme at St. Columbas will have 60 cycle storage spaces for 46 units, complying with KCC standards. Worcester Close will provide 6 units for non-electric cycle spaces and 3 units for electric cycle stores.</p> <p>Two further projects receiving planning consent recently at Lower Range Road and Milton Place will also provide cycle storage. Lower Range Road will provide 14 secure cycle spaces in a storage shelter for the 14 flats that will be delivered. At Milton Place, a total of 62 cycle parking spaces will be provided for 61 flats,</p>	-

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													with each private house at the development having its own secure cycle store within its curtilage. The proposals at Rose Avenue provides 30 cycle spaces, equating to 1 space per dwelling, in line with the Minimum Cycle Parking Standards set out in the Kent Design Guide. The Council is in the process of negotiating the purchase of a block of 34 affordable rented flats at Harbour Village Phase 3A from Bellway Homes under a Section 106 Agreement. For these 34 flats, there will be 52 cycle spaces. Provisions for cycle storage in the housing development will motivate residents to use cycles for commuting, reducing car use and fuel costs, and improving health and air quality.	
6	Community Protection will continue to work closely with the Planning and Regeneration Services to ensure that air quality is taken into account in the planning process	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2004	On-going	Gravesham Borough Council	GBC / Developers	Funded	< £10k	Implementation	<0.5µg/m ³	Number of planning applications consulted on.	The Environmental Protection team was consulted on 394 applications relating to air quality and other environmental issues. The Planning process is actively used to influence and inform development to achieve improvements in the emissions from traffic from the new developments and the impact the new developments will have on the existing and new occupants. Using the planning process the development can be refused, redesigned to reduce its impact or the impact of the local air quality on the occupants. Air systems are often required for developments on roadside where clean air is brought from the rear of the building to each residential unit. This also improves indoor air quality.	-
7	Improve sustainable transport links serving new developments	Transport Planning and Infrastructure	Bus route improvements	2004	On-going	KCC / Gravesham Borough Council	GBC / KCCC / Developers / Grant funding where available	Funded	< £10k	Implementation	<0.5µg/m ³	Increase in the routes of Fastrack.	Fastrack now has a live departure board on the website and a journey planner to make it easier to use the Fastrack bus routes. The routes continue to expand as new development comes on line. Fastrack will ultimately connect nearly all of the major existing and new developments in Dartford and Gravesham with core express routes on which only Fastrack services will be allowed to run. The cost to use the service has been frozen at £2 per journey. Ebbsfleet Central (EDC/22/0168) recently permitted and includes a new Fastrack, walking and cycling link over Southfleet Road, segregated cycle routes, footways, a bus gate onto Thames Way etc. Reserved Matters Applications continue to be approved in Northfleet, including segregated cycle routes and expansion of Fastrack. KCC have been working with GBC on their transport evidence base for the Local Plan, including a cycle route on, and a public transport strategy for, the A227 in Meopham and Isted Rise to assist site allocations in these rural areas. In order to assist in delivering this measure Gravesham are working with KCC on planning and implementing new routes for Fastrack and the EV Charging network. Fastrack received the first batch of the new Irizar IE trams which have replaced the diesel HGV buses in the Fastrack Fleet in the North Kent Thameside with the rest of the 28 bus fleet is now 100% electric. These buses run on routes throughout Gravesham and Dartford, where possible on dedicated lanes and are allowed through junctions by traffic lights. The chargers for these buses have now been installed including at the Gravesend Bus Hub.	-
8	Local air quality monitoring within the GBC Borough	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2004	On-going	Gravesham Borough Council / Kent and Medway Air Quality Partnership	GBC / S106 funding / Developers	Funded	< £10k	Implementation	-	Capture Rate of monitoring data.	The capture rate for the NO ₂ and PM ₁₀ analysers at Painters Ash Roadside were very high due to strict procedures implemented to reduce the risk of lost data: Nitrogen dioxide NO ₂ 98.9% Particulate Matter PM ₁₀ 98.9% Diffusion tube – passive monitoring 97.2%	-
9	Make details of the Action Plan measures and annual progress reports GBC available on the	Public Information	Via the Internet	2004	On-going	Gravesham Borough Council	GBC	Funded	< £10k	Implementation	-	Continued access to reports and data on www.KentAir.org.uk	The latest version of the Air Quality Action Plan and all annual reports and previous action plans are available on www.kentair.org.uk in addition to the passive monitoring data and continuous data which can be used by consultants free of charge or accessed by the public for interest.	-

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	www.KentAir.org.uk website to ensure broad access to the consultation and implementation process													
10	Promote and implement energy efficiency measures	Policy Guidance and Development Control	Other policy	2004	On-going	Gravesham Borough Council	GBC / Developers / Grant funding where available / Other bodies eg Energy Savings Trust	Funded	£50K - £100K	Implementation	<0.5µg/m ³	Continued promotion and implementation of energy efficiency measures.	<p>Ongoing – delivered via projects brought together through the climate Change Officer group.</p> <p>Progress to date includes Introducing energy efficiency measures at the Civic Centre resulted in a decrease in usage by 10.62% (electricity) and 27.41% (gas). Council was able to improve the EPC rating of its dwellings from 58% in 2020-21 to 82% in 2023-24 through various retrofit works such as:</p> <p>Installation of LED lights, loft and cavity wall insulation, ground source heat pumps, solar panels and more. This has resulted in annual carbon savings of approximately 171 tonnes, reduction in fuel bills, improved heating, hot water and thermal comfort.</p> <p>Bringing forward new housing developments at St. Columbas and Worcester Close which incorporate low-carbon renewable heating such as ground source heat pumps, Air Source Heat Pumps and EV charging infrastructure.</p> <p>Implementing initiatives to support residents in reducing their emissions through Solar Together Scheme, the Warm Homes Grant, Sustainability events, Gravesham Business awards, Youth Climate Conference, information packs and advice through newsletters, social media platforms and website, resulting in positive participation and increased carbon footprint reduction.</p> <p>The Council is supporting homeowners and private landlords in the borough through the following grants. E.ON is our delivery partner, and the Delivery Assurance Check (DAC) has been passed.</p> <p>Warm Homes: Local Grant 2025-2028 Measures available: Wall, loft, underfloor insulation, air source heat pumps, smart controls and solar panels. Eligible for Energy Performance Certificate (EPC) of D, E, F or G only. Allocation of £1,117,648.00 over 3 years.</p> <p>Solar Solar Together Phase Five has been concluded. A total of 172 panels and 15 batteries were installed, resulting in an estimated reduction of 14,160 kg of carbon annually and 354 tonnes over a 25-year period.</p> <p>Solar Together, now known as Switch Together Phase Six, has been launched in February and is open for registrations - https://switchtogether.co.uk/solar-and-battery/gravesham</p>	-
11	The Council will encourage the planting of trees which benefit air quality within the borough through the planning process as well as carry out tree planting programmes on Gravesham owned land	Policy Guidance and Development Control	Other policy	2004	On-going	Kent County Council/ Gravesham Borough Council	GBC / Developers	Funded	< £10k	Implementation	<0.5µg/m ³	Number of trees planted in borough	<p>Gravesham Council continues to increase the number of plant cell grown, bare whips and standard trees planted in areas that improve biodiversity to open spaces and urban areas/ estates and to use the planning process to encourage the planting of trees in new developments.</p> <p>2025-26 574 trees 2024-25 3542 trees 2023-24 1538 trees</p> <p>Additionally, achievements have been made by, building a sensory garden, improving open spaces with wildflowers and grass pathways, and installing bird boxes to reduce emissions and promote biodiversity, positively impacting the environment, air quality, and resident health.</p> <p>There have been recent tree installations at Worcester Close in Istead Rise and the ongoing development of a Country park near Istead Rise.</p> <p>KCC has a significant role to play in tree planting in the borough. Through the Kent Plan Tree strategy KCC are aiming to plant 1.5 million trees across Kent. This strategy links in the Gravesham's updated Biodiversity Strategy which focuses on nature recovery. In order to assist with the implementation of Plan Tree- their Tree</p>	-

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													<p>establishment strategy, KCC are providing funding for schools, businesses and community groups to plant trees, with information provided on ten different projects offering advice, some offering free trees etc at https://www.kent.gov.uk/environment-waste-and-planning/nature-and-biodiversity/trees/tree-planting-advice, businesses and community groups planting trees KCC also offer training to those who wish to volunteer as a Tree Warden KCC are implementing the Trees Outside Woodland project seeking to identify cost-effective methods that could be adopted by local authorities to increase non-woodland tree canopy.</p> <p>KCC also enable the public to contact them through their report a fault page on their website to request that trees be planted in a specific area. https://webapps.kent.gov.uk/KCC.KHSFaultsGIS.Web.Sites.Public/ReportAFault.aspx</p>	
12	Provide advice to the public and pursue an advocacy role to assist in minimising the effects of poor air quality in buildings	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2004	On-going	Kent County Council/ Gravesham Borough Council	GBC / S106 funding / Developers	Funded	< £10k	Implementation	<0.5µg/m³	Continued provision of advice.	Ongoing – particularly through the planning process / development control.	-
13	Adequate enforcement of on street parking restrictions	Traffic Management	UTC, Congestion management, traffic reduction	2006	On-going	Kent County Council/ Gravesham Borough Council	GBC	Funded	< £10k	Implementation	<0.5µg/m³	Number of on street parking penalty notices, currently issued 25,759 on street PCNs in 2024/25.	<p>Street parking enforcement to help to keep traffic flowing particularly in the AQMAs:</p> <p>2025/26 = 12,699</p> <p>2024/25= 25,759</p> <p>2023/ 2024 = 24,959</p> <p>2022/2023 = 23,517</p>	-
14	Anti-Idling Campaign	Public Information	Via other mechanisms	2024	On-going	GBC	GBC / S106 Funding / KCC / Schools	Funded	< £10k	Pending	0.5 – 1 µg/m³	Number of schools included in the campaign / Signage posted.	<p>Engine anti-idling provides significant environmental, health, and financial benefits by reducing fuel consumption and emissions.</p> <p>The design for anti-idling signage has been designed, produced and installed at Gravesend Town's main taxi rank, encouraging people to turn off their engines as they wait.</p> <p>Nine anti-idling signs were erected along the town centre taxi rank in Bath Street in March 2026. The anti-idling signage project at taxi ranks is now complete.</p> <p>The Council is looking into a school's campaign, independent of KCC, around June to tie in with Clean Air Day.</p> <p>Design for anti-idling signage for schools has been finalised, and the intention is to install the signage around schools during the summer holidays.</p> <p>It is proposed that the installation of anti-idling signage at schools be carried out working in partnership with the ten schools taking part in the Abbie Ayre project in June 2026, throughout August 2026 so that the signage is up for the start of the new academic year.</p>	-
15	Increase the number of Electric Vehicle charging points in the Borough	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging	2004	On-going	GBC / developers	GBC / Developers / Grant funding where available	Funded	£50K - £100K	Implementation	2.3µg/m³	Number of EV charging points in public areas and in developments.	<p>The Council has installed 50 EV charging points in Council car parks and an ultrafast taxi EV charging facility in Parrock Street to encourage the adoption of electric vehicles among residents and taxi drivers.</p> <p>Following the award to KCC of £12,081,000 by the Government as part of the Office of Zero Emissions Vehicles (OZEV) for Local Electric Vehicle Infrastructure (LEVI) to significantly increase the amount of public charge points in Kent County Council (KCC) appointed Urban Fox as their charge point operator partner to deliver up to 10,000 on-street electric vehicle charging sockets across the county. The partnership is built upon the following specific details and framework:</p> <p>Funding & Contract: Supported by over £12 million in government funding from the LEVI (Local Electric Vehicle Infrastructure) grant and heavy private investment, this 20-year concession contract costs council tax payers nothing extra.</p> <p>Operator Responsibilities: Urban Fox is fully responsible for the installation, ownership, operation, and maintenance of the new public on-street sockets.</p>	<p>Cost of each charging point, insufficient physical space e.g. pavement width, planning and highway constraints and the availability of a suitable power supply.</p> <p>Also the time it takes to charge a car at an on street charge point. The ones KCC are installing will</p>

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													<p>Rollout Timeline: The first phase of installations is slated to begin in the summer of 2026, primarily targeting neighbourhoods with limited off-street parking, KCC are working with GBC as well as the parish</p> <p>Councils to identify suitable locations for on-street chargers for year one delivery in the Borough.</p> <p>Kent County Council is currently expanding its public electric vehicle (EV) network. While the initial interactive map and survey consultation on the Let's Talk Kent platform has officially closed, residents can still suggest street locations for future on-street chargers through the council's partner portal at Urban Fox.</p> <p>In February 2026, KCC awarded the Local Electric Vehicle Infrastructure (LEVI) contract to preferred delivery partner Urban Fox - a joint venture between Balfour Beatty and Urban Electric Networks, combining Balfour Beatty's expertise in largescale infrastructure delivery with Urban Electric's innovation in smart street-level charging technology.</p> <p>The mobilisation of the contract is underway, where work is ongoing to identify several locations for the installation of on-street EV chargers during the first year of the contract. This involves partnership working with KCC, Urban Fox and GBC officers.</p> <p>Site-by-site feasibility studies are now being conducted, which will lead to the drawing up of detailed designs for technical approval by KCC Highway Teams, ahead of public consultations surrounding the 'EV charging only' bay restriction proposals. The first round of installations (up to 15 locations in the GBC area) aim to be completed by February 2027.</p> <p>KCC intends massive expansion of on street charging network in collaboration with private investment and government grants. The contract is for 20 years. The first phase of the rollout begins in summer 2026, focusing on locations with limited off-street parking.</p> <p>KCC have set up a dedicated email address for enquiries about EVs: electricvehicles@kent.gov.uk</p> <p>The network will consist mainly of 7kw 'bollard' style charge points.</p> <p>The charge points will be primarily for local residents and where possible they will be installed in areas with residential permit parking zone restrictions. Only EVs that are plugged in may park in the charge point bays.</p> <p>Transport Planning KCC - the installation of the EV chargers in the Cyclopark car park is progressing with the Infrastructure Team currently working through the approvals process.</p> <p>KCC have created a webpage to offer information on how to charge electric vehicles in Kent https://www.kent.gov.uk/roads-andtravel/travelling-aroundkent/driving/electric-vehicles/charging-electric-vehicles-in-kent</p>	take between 8 and 12 hours to take a car from 20% to 80% charge
16	To review the Council's own Travel Plan	Promoting Travel Alternatives	Workplace Travel Planning	2004	2025	GBC	GBC	Funded	< £10k	Planning	<0.5µg/m ³	Travel plan reviewed.	<p>The Council has reviewed the staff's travel options and is providing alternative travel options for staff including Cycle to Work scheme and Electric Vehicle Salary Sacrifice Scheme.</p> <p>Cycle to Work Scheme</p> <p>Since the implementation of this scheme, i.e. from May 2023, there have been 42 staff take advantage of the scheme.</p> <p>Octopus EV Salary Sacrifice Scheme</p> <p>There have been 14 staff who have utilised the scheme so far.</p> <p>Cycle-to-work and EV salary sacrifice schemes provide substantial financial and personal benefits for employees.</p> <p>Additionally, these schemes promote personal health benefits from cycling and contribute to reducing individual environmental impacts.</p>	-
17	Work with relevant teams at National Highways to	Traffic Management	Strategic Highway Improvements	2004	12 months	National Highways / GBC	Developers /	TBC	£100k - £500k	Planning	0.5µg/m ³	Delivery of individual scheme.	<p>National Highways has completed major improvements to the A2 Bean and Ebbsfleet junctions in Kent. These upgrades, costing £112 million, aim to increase capacity, reduce congestion, and support local development. The improvements</p>	-

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	Identify actions that can be delivered jointly to improve local air quality or enhance other actions in this plan						National Highways					AQ mitigation in the design for Lower Thames Crossing.	<p>include larger roundabouts with traffic signal controls, new slip roads, and a new bridge over the A2 at Bean. Whilst this scheme is not within the borough of Gravesham it is within 1 mile and the traffic flowing through Gravesham on the A2 was hitting congestion at this part of the A2. Congestion has now reduced.</p> <p>The Council continues to work with NH on The Lower Thames Crossing (LTC) so as to ensure the minimum detrimental impact of the build and operation and achieving the most benefit.</p> <p>The Lower Thames Crossing is a new road that will connect Kent and Essex through a tunnel beneath the River Thames.</p> <p>NH state that the reliable new route will almost double road capacity over the river east of London to reduce congestion and give millions of people more choice on where they live, work and spend their valuable time.</p> <p>The designers of the new road are aiming at setting new standards for greener roads in the country.</p> <p>Each bridge is of a sustainable design, there are several green bridges for animals and birds to use, and the plan is to replace diesel with hydrogen in its heavy construction machinery</p>	
18	Work with relevant teams at Kent County Highways to identify actions that can be delivered to improve local air quality or enhance other actions in this plan	Traffic Management	Strategic highway improvements, Re-prioritising Road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2006	Ongoing - various schemes	KCC Highways / GBC	Developers / KCC Highways	Funded	£100k - £500k	Planning	0.5 – 1 µg/m ³	Individual schemes delivered.	<p>The Council will assist KCC to plan and deliver the Highways improvement plans and schemes.</p> <p>Several highway schemes in Gravesham highway schemes are planned or programmed for 2025. These include a new toucan crossing on The Hill in Northfleet, potential roadworks on A227 Wrotham Road, and possible improvements to A226 Harmer Street and A227 Gravesend Road.</p> <p>A new toucan crossing has been installed and commissioned on The Hill in Northfleet.</p>	-
19	Carry out campaigns to raise awareness of the impact of the burning of waste and the emissions of smoke from chimneys in conjunction with establishing robust procedures to deal with smoke nuisance impact of the burning of waste and the emissions of smoke from chimneys in conjunction with establishing robust procedures to deal with smoke nuisance.	Other	Other policy	2024	2024	GBC	GBC / Defra Grant	Funded	< £10k	Planning	<0.5µg/m ³	<p>Review of current area covered by SCA designations reviewed.</p> <p>If appropriate declaration of new SCA covering areas omitted currently eg in Northfleet. Drafting and implementation of a new smoke control enforcement procedure.</p>	<p>The Construction Code of Practice Informative added to planning decisions is currently being reviewed to ensure that it is clear that no construction waste should be burnt.</p> <p>There is no justification to burning waste, especially if there is a detrimental impact on anyone. The Council continues to visit and issue Community Protection Warnings within one working day of receiving a confirmed bonfire complaint. Enforcement action follows this up if the CPW is not effective. Approx 90% of CPW are effective with enforcement action only needing to be taken in a small number of cases.</p> <p>May 2026 Update</p> <p>Work commenced on making it simpler for the public to make complaints about smoke from bonfires and chimneys by creating a reporting portal for the website and reviewing current procedures.</p> <p>Work is ongoing to create the smoke reporting form on the Council's website to report bonfires, burning, smoke from chimneys etc and for the necessary information to be gathered at the time of reporting.</p> <p>A robust reaction is triggered by complaints of bonfires and burning waste as the act is considered unreasonable and unacceptable.</p> <p>The benefit of this action is that not burning waste, avoiding bonfires, and reducing smoke from chimneys can reduce emissions of particulate matter as well as other pollutants, thus improving air quality.</p> <p>Improved air quality reduces the risk of serious illnesses, thus supporting public health and the environment.</p>	-

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 Strategy⁴, 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 current Defra background maps for Gravesham Borough Council (2021 reference year) show that all 2024 background concentrations of PM_{2.5} are far below the recommended annual mean AQS objective for PM_{2.5} of 20 µg/m³, with an average of 6.5 µg/m³. The highest concentration is predicted to be 7.6 µg/m³ within the 1km x 1km grid square with the centroid grid reference of 563500, 173500. This is largely a residential area within Gravesham located near Dover Road East.

The Department of Health's Public Health Outcomes Framework⁵ has a number of public health indicators that are used for public health actions, to identify areas of health inequality and concern, and monitor the differences in health impacts across regions in the UK. This framework includes an indicator "D01- Fraction of Mortality Attributable to Particulate Air Pollution" which is calculated using background annual average PM_{2.5} concentrations, modelled at a 1 km² resolution based on measured concentrations from the AURN. Gravesham has a 5.7% fraction of mortality calculated for 2024, which is above the average for England overall (5.3%), and above the South East Region (5.1%). The 2024 data is presented as the 2025 dataset has not been made available at the time of writing and is available via the Fingertips Public Health Outcomes Framework website.

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

⁵ [Public Health Outcomes Framework: D01- Fraction of Mortality Attributable to Particulate Air Pollution](#)

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

This section sets out the monitoring undertaken within 2025 by Gravesham Borough 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

Gravesham Borough 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 KentAir website presents automatic monitoring results for Gravesham Borough Council, with automatic monitoring results also available through the UK-Air website.

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

Gravesham Borough Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 65 sites 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 (NO₂)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40 µg/m³. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 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.

Table A.5 in Appendix A compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200 µg/m³, not to be exceeded more than 18 times per year.

The automatic monitoring site within Gravesham continues to record compliance against the AQS objective. Additionally, the automatic monitoring site has not reported any 1-hour concentration exceedances more than 18 times/year of 200 µg/m³.

During 2025, 13 sites reported decreases in NO₂, 51 reported an increase in NO₂, and 2 sites reported no change; there were no exceedances of the annual mean NO₂ AQS objective of 40 µg/m³. The maximum concentration was reported at GR119, which is also located in close proximity to AQMA No.3, of 32.6 µg/m³.

Figure A.1 – Figure A.6 displays NO₂ concentration trends for the last 5 years. There is a general trend of decrease across the passive monitoring locations.

No passive monitoring sites reported an annual mean NO₂ concentration greater than 60 µg/m³ in 2025, therefore it can be assumed that there are no sites where there is likely to be a risk of exceeding the 1-hour mean NO₂ AQS objective, as per guidance provided in LAQM.TG(22).

AQMA No.1 (A2 Trunk) has achieved six years of full compliance (inclusive of distance correction), including eight out of eight passive monitoring locations which have achieved six years full compliance. Site G142 has been decommissioned and replaced as GR152 at a ground level location closer to the relevant receptor and on its second year has reported compliance further supporting full compliance at this relevant exposure location. Gravesham Borough Council has now revoked this AQMA.

AQMA No.3 (A226 One-Way System Gravesend AQMA) has achieved three years of full compliance. This includes seven out of twelve sites which have six years of compliance, four sites with four years of full compliance and one site with three years of full compliance. Therefore, it is expected that Gravesham Council will start the revocation process.

AQMA No.4 (A227/B261 Wrotham Road/Old Road West Junction AQMA) has achieved six years of compliance, Gravesham Borough Council has now revoked this AQMA .

3.2.2 Particulate Matter (PM₁₀)

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 40 µg/m³.

Table A.7 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50 µg/m³, not to be exceeded more than 35 times per year.

Compliance of both the annual mean PM₁₀ AQS objective (40 µg/m³) and 24-hour PM₁₀ AQS objective (no more than 35 24-hourly concentrations greater than 50 µg/m³) has been achieved in 2025 at the automatic monitoring station.

Over the last five years of annual PM₁₀ monitoring, PM₁₀ concentrations have remained stable at the A2 Roadside site. There was a small increase in concentration (0.2 µg/m³) between 2024 and 2025.

The 24-hour mean PM₁₀ monitoring for 2025 shows one exceedance of the 50 µg/m³ AQS objective.

3.2.3 Particulate Matter (PM_{2.5})

Gravesham Borough Council does not undertake monitoring of PM_{2.5} within its jurisdiction, however as per LAQM.TG(22) Sections 7.118 to 7.124, PM_{2.5} concentrations can be estimated from PM₁₀ concentrations. This uses a nationally derived correction ratio of 6.7 (roadside) as per the annual update provided by LAQM guidance.

Using the PM₁₀ annual averages, the estimated PM_{2.5} annual average for the A2 Roadside continuous monitoring site in 2025 is as follows:

- ZG2 (A2 Roadside) – 5.8 µg/m³

The A2 Roadside site estimated PM_{2.5} concentration are well below the recommended PM_{2.5} annual mean objective of 20 µg/m³.

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)
ZG2	Gravesham A2 Roadside	Roadside	562589	172076	NO ₂ and PM ₁₀	Y	AQMA A2 Trunk Road	Chemiluminescent BAM	0	72	3

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)
GR08a, GR08b, GR08c	Painters Ash School Northfleet, Air Monitoring Station, Northfleet	Roadside	562589	172076	NO ₂	Y – Gravesham A2 AQMA	0.0	72.0	Y	3.0
GR13	88 West Street, Gravesend, Kent, DA11 0BX Pelican Crossing	Roadside	564696	174431	NO ₂	Y – Gravesham A226 One Way System AQMA	0.1	2.0	N	2.9
GR19a, GR19b, GR19c	Lawn Primary School, Air Monitoring Station,	Urban Background	562155	174360	NO ₂	No	3.7	20.0	N	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-Located with a Continuous Analyser?	Tube Height (m)
	Highstreet, Northfleet, DA11 9HB									
GR24	28- 29 Milton Road (Lamp post),, Gravesend, Kent, DA12 2RF	Roadside	565128	174049	NO ₂	Y – Gravesham A226 One Way System AQMA	0.2	2.2	N	2.6
GR31	32 Harmer Street GF (façade), Gravesend, DA12 2AX	Roadside	565052	174149	NO ₂	Y – Gravesham A226 One Way System AQMA	0.0	2.0	N	2.7
GR39	19 Stone Street (Downpipe), Gravesend, DA12 1AP	Roadside	564730	174030	NO ₂	Y – Gravesham A226 One Way System AQMA	0.1	2.0	N	2.5
GR40	Somerset Public House (sign post), 10 Darnley Road, Gravesend, DA11 0RU	Roadside	564486	174095	NO ₂	Y – Gravesham A226 One Way System AQMA	0.1	1.5	N	2.5
GR45	Princes Street (Sign Post) (Opp Jury Street), Gravesend, Kent, DA11 0AA	Roadside	564708	174266	NO ₂	No	6.8	2.0	N	2.5
GR47	29- 31 Harmer Street (façade), Gravesend, DA12 2AP	Roadside	565043	174173	NO ₂	Y – Gravesham A226 One Way System AQMA	0.0	2.0	N	2.5
GR52	32 The Hill (Lamppost),	Roadside	562449	174191	NO ₂	No	0.2	1.5	N	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)
	Northfleet, DA11 9EX									
GR55	Butchers (façade) 140 Pelham Road, Gravesend	Roadside	563943	173378	NO ₂	No	0.0	2.5	N	2.7
GR56	Junies (façade), Parrock Road, Gravesend, DA12 1QF	Roadside	565210	172980	NO ₂	No	0.4	2.0	N	2.5
GR57	61 Old Road West (Hairdressers - façade), Gravesend, Kent, DA11 0LW	Roadside	564472	173158	NO ₂	Y – Gravesham A227 Wrotham Road/Old Road West AQMA	0.3	2.2	N	2.0
GR58	The Venue (Lamppost), Milton Road, Gravesend, DA12 2rf	Roadside	565166	174036	NO ₂	Y – Gravesham A226 One Way System AQMA	0.0	3.0	N	2.7
GR59	44 Old Road West (Façade - Pharmacy), Gravesend, Kent, DA11 0LJ	Roadside	564530	173171	NO ₂	Y – Gravesham A227 Wrotham Road/Old Road West AQMA	0.4	2.0	N	2.5
GR60	Bookmakers (Down Pipe), 188 Old Road West, Gravesend	Roadside	563899	173368	NO ₂	No	0.0	4.3	N	2.7
GR61	62 New Road (Pounce - Down	Roadside	564429	174152	NO ₂	Y – Gravesham A226 One	0.2	2.6	N	3.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-Located with a Continuous Analyser?	Tube Height (m)
	Pipe), Gravesend, Kent, DA11 0AD					Way System AQMA				
GR62	The Terrace (façade), Gravesend, DA12 2BB	Roadside	565004	174324	NO ₂	Y – Gravesham A2 AQMA	0.0	4.0	N	2.8
GR66	Russell Quay (Lamppost), West Street, Gravesend, DA11 0BE	Roadside	564512	174448	NO ₂	No	0.1	2.5	N	2.5
GR67	Echo Public House (Façade), Old Road East, Gravesend, DA12 1NR	Roadside	565214	172958	NO ₂	No	3.3	2.0	N	2.5
GR68	Opp The Old Prince of Orange (Lamppost), Old Road West, Gravesend, DA12 1NG	Roadside	564808	173086	NO ₂	No	1.6	1.5	N	2.7
GR69a, GR69b, GR69c	Golf Driving Range (Fencing), Thong Lane, Gravesend, DA12 4LF	Urban Background	567270	171925	NO ₂	No		410.0	N	2.9
GR72a, GR72b, GR72c	Northfleet Cemetery (Post), Northfleet, DA11 8HW	Urban Background	562437	173175	NO ₂	No	41.0	157.0	N	2.4
GR75a, GR75b, GR75c	Gravesend Cemetery, Gravesend, DA11 7LY	Urban Background	564087	173080	NO ₂	No	79.0	110.0	N	2.0
GR78	Canal Tavern Public House, Canal Road,	Roadside	565658	174195	NO ₂	No	0.2	1.8	N	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)
	Gravesend, DA12 2RS									
GR92	1 Hall Road, Northfleet, Kent, DA11 8AW	Roadside	562323	172589	NO ₂	Y – Gravesham A2 AQMA	0.0	7.9	N	1.5
GR94	Opp The George PH, Wrotham Road, Meopham, DA13 0AJ	Roadside	564392	166012	NO ₂	No	0.9	0.7	N	2.8
GR96	Parrock Street, Gravesend, DA12 1EZ	Roadside	564963	173717	NO ₂	No	2.0	1.7	N	2.8
GR98	The Leather Bottle PH, Dover Road, Northfleet, DA11 9PH	Roadside	562529	174049	NO ₂	No	0.0	2.0	N	2.8
GR104	8 Roman Road (Downpipe), Northfleet	Roadside	562465	172153	NO ₂	Y – Gravesham A2 AQMA	0.0	8.7	N	2.6
GR107	46 Pepper Hill (Façade), Northfleet	Roadside	562272	172281	NO ₂	Y – Gravesham A2 AQMA	0.0	8.5	N	2.0
GR109	30 Old Road East (Façade) DA11 8EP	Roadside	565229	172955	NO ₂	No	0.0	7.3	N	1.6
GR110	Nells Café, Valley Drive, Gravesend	Roadside	566149	170436	NO ₂	Y – Gravesham A2 AQMA	0.0	20.0	N	2.3
GR112	50 Stonebridge Road (Façade), Northfleet	Roadside	561502	174682	NO ₂	No	0.0	4.0	N	2.4
GR118	40 Windmill Street, Gravesend DA12 1BA (Façade)	Roadside	564755	173862	NO ₂	No	0.0	9.0	N	2.4
GR119	Woodville Place (lamp post)	Roadside	564729	173824	NO ₂	No	0.0	2.0	N	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)
GR122	King & Taylor 10-12 Wrotham Road (façade) DA11	Roadside	564667	173891	NO ₂	No	0.0	8.0	N	2.5
GR123	City Praise Centre Lower Higham Road, Gravesend, Kent, DA12 2LY	Roadside	566538	173109	NO ₂	No	0.0	9.0	N	2.0
GR124	Stonebridge Road Telegraph Post Opposite No.67	Roadside	561338	174925	NO ₂	No	1.5	4.7	N	2.6
GR125	Café Taj (Façade), 170 Parrack Street, Gravesend	Roadside	564877	173937	NO ₂	Y – Gravesham A2 AQMA	0.0	4.9	N	2.4
GR127	17 Darnley Road	Roadside	564456	173979	NO ₂	No	0.0	8.8	N	2.5
GR128	1a Railway Place (façade)	Roadside	564727	174002	NO ₂	Y – Gravesham A226 One Way System AQMA	0.0	1.5	N	2.4
GR129	20 Stone Street (façade)	Roadside	564694	173969	NO ₂	No	0.0	2.6	N	2.5
GR130	6 Wrotham Road, The Hair Shop (Façade)	Roadside	564687	173934	NO ₂	No	0.0	5.2	N	2.2
GR133	23 Wrotham Road (façade)	Roadside	564657	173799	NO ₂	No	0.0	5.8	N	1.9
GR135	25 Wrotham Road (lamp post adjacent to building)	Roadside	564657	173764	NO ₂	No	6.0	1.6	N	2.6
GR136	Woodville Place, Lamp Post opp 17 Wrotham Road	Roadside	564686	173828	NO ₂	No	0.2	1.8	N	2.7
GR137	Lamp post Opposite 2 Peartree Place, Gravesend Road	Roadside	570719	171143	NO ₂	No	6.0	2.1	N	0.7

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)
GR138	Telegraph Post, Foxbury Manor, Old Watling Street, Rochester	Roadside	570583	169549	NO ₂	Y – Gravesham A2 AQMA	6.1	32.0	N	1.8
GR139	Rosherville Way, Lamppost near Compass Court	Roadside	563178	173976	NO ₂	No	14.1	4.3	N	2.3
GR140	Nuxley Toys, 13-14 Milton Road	Roadside	564955	174098	NO ₂	Y – Gravesham A226 One Way System AQMA	0.0	4.0	N	2.4
GR141	Park Pale, Telegraph Post	Roadside	569588	169603	NO ₂	Y – Gravesham A2 AQMA	9.4	29.5	N	2.0
GR143	29 Wrotham Road (Façade)	Roadside	564646	173745	NO ₂	No	0.0	3.0	N	2.0
GR144	43 Singlewell Road (Downpipe)	Roadside	564728	172826	NO ₂	No	0.0	2.3	N	3.7
GR145	Lamp post adjacent Chantry Community Academy, Ordnance Road	Roadside	565336	174066	NO ₂	No	17.0	1.5	N	2.6
GR146	Lamp post adjacent 354 Thong Lane DA12 4LH	Roadside	567150	171231	NO ₂	No	12.0	4.8	N	2.4
GR147	36/38 The Street, Cobham DA12 3BZ (façade)	Roadside	567051	168432	NO ₂	No	0.0	9.2	N	2.1
GR148	Byeways, Lower Rochester Road, Higham (Façade) ME3 7HD	Roadside	571572	172847	NO ₂	No	0.0	5.8	N	1.7
GR149	Telegraph Post, adjacent Chequers	Roadside	571445	172881	NO ₂	No	1.0	1.9	N	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)
	Court, Canal Road, Higham ME3 7HD									
GR150	Telegraph Post, adjacent 10 Michele Cottages, Chalk Road, Higham ME3 7JZ	Roadside	571250	172933	NO ₂	No	7.0	1.6	N	2.2
GR151	Telegraph Post, Higham Primary School, School Lane, Higham ME3 7JL	Roadside	571371	172270	NO ₂	No	0.0	3.0	N	3.0
GR152	Inn on the Lake, Watling Street, Shorne DA12 3HB (façade)	Roadside	567544	169849	NO ₂	Y – Gravesham A2 AQMA	0.0	53.0	N	1.7
GR153	St Thomas's Alms House, Wrotham Road (Façade).	Roadside	564475	173097	NO ₂	No	0.0	6.9	N	1.7
GR154	Almond Bud Nursery, 45 Windmill Street (Façade)	Roadside	564754	173840	NO ₂	No	0.0	9.6	N	1.7
GR155	Sign post next to façade of 50 Windmill Street	Roadside	564754	173814	NO ₂	No	0.0	1.2	N	1.8

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 NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
ZG2	562589	172076	Roadside	99.2	99.2	22.8	22.2	19.5	18.6	18.8

- Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.
- Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction.
- Where exceedances of the NO₂ annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

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

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

Figure A.1 – Trends in Annual Mean NO₂ at Automatic Monitor

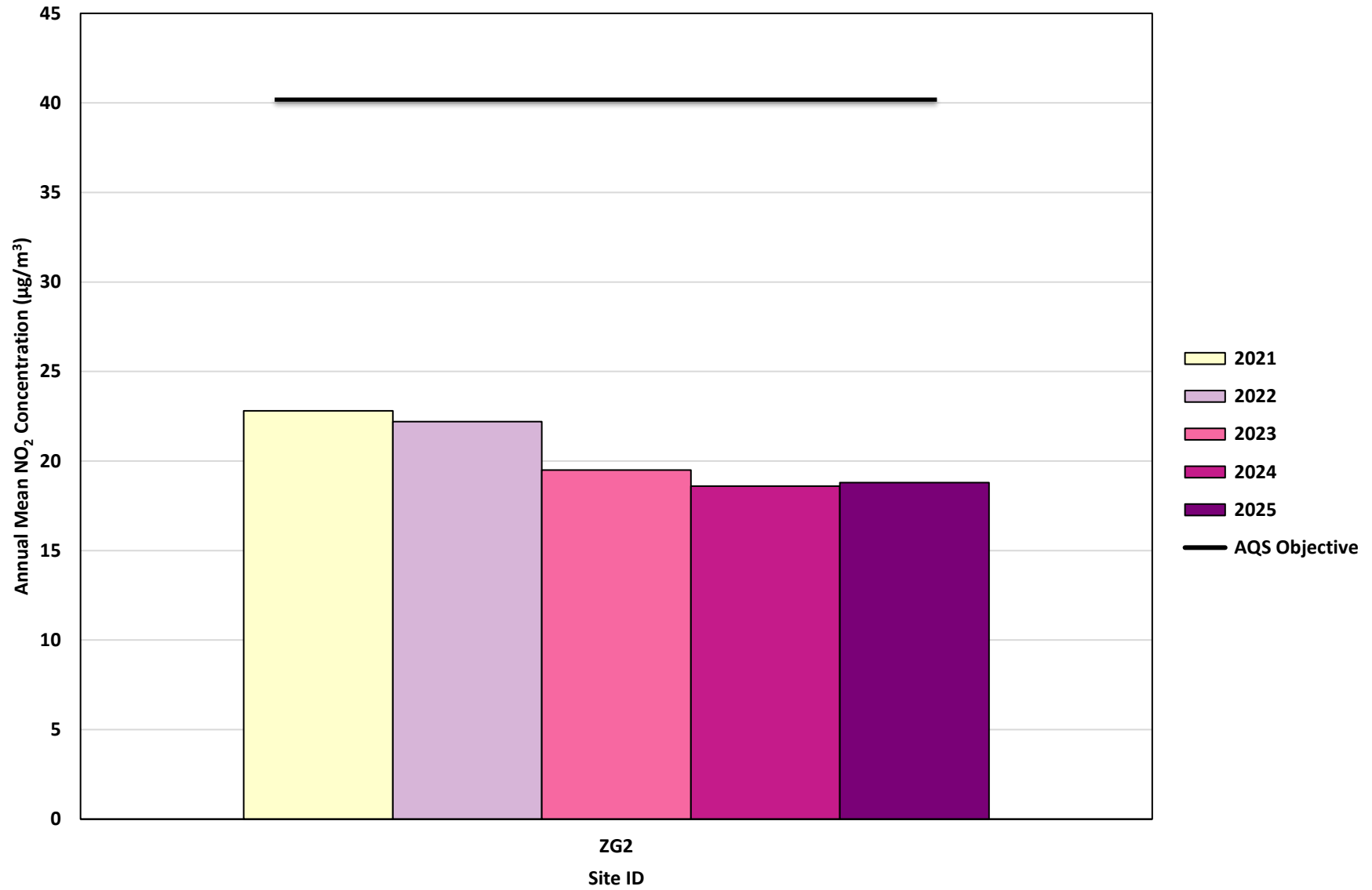


Table A.4 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
GR08a, GR08b, GR08c	562589	172076	Roadside	100.0	100.0	23.9	22.4	18.9	17.7	18.8
GR13	564696	174431	Roadside	100.0	100.0	41.2	37.6	31.0	29.5	29.2
GR19a, GR19b, GR19c	562155	174360	Background	100.0	100.0	20.9	18.9	15.5	13.9	15.8
GR24	565128	174049	Roadside	100.0	100.0	40.0	35.0	31.0	29.3	29.3
GR31	565052	174149	Roadside	100.0	100.0	37.4	34.0	30.3	30.1	27.7
GR39	564730	174030	Roadside	100.0	100.0	31.0	29.3	25.0	22.9	24.3
GR40	564486	174095	Roadside	100.0	100.0	38.3	35.3	29.6	28.6	29.5
GR45	564708	174266	Roadside	100.0	100.0	24.4	21.7	19.7	17.0	18.5
GR47	565043	174173	Roadside	100.0	100.0	41.0	35.0	30.7	29.4	30.1
GR52	562449	174191	Roadside	100.0	100.0	30.1	27.8	22.4	22.8	24.4
GR55	563943	173378	Roadside	92.3	92.3	28.9	26.6	23.0	21.0	24.2
GR56	565210	172980	Roadside	100.0	100.0	27.7	24.7	21.6	20.7	21.7
GR57	564472	173158	Roadside	100.0	100.0	33.7	31.7	26.0	26.2	24.6
GR58	565166	174036	Roadside	100.0	100.0	33.0	31.6	26.4	24.4	21.9
GR59	564530	173171	Roadside	100.0	100.0	32.4	28.7	24.5	24.0	25.6
GR60	563899	173368	Roadside	100.0	100.0	33.7	30.7	27.5	23.7	26.0
GR61	564429	174152	Roadside	92.3	92.3	30.7	30.2	24.4	23.1	27.0
GR62	565004	174324	Roadside	92.3	92.3	25.6	24.8	21.2	21.6	25.9
GR66	564512	174448	Roadside	100.0	100.0	28.2	26.3	22.3	21.7	21.5
GR67	565214	172958	Roadside	100.0	100.0	29.6	28.3	24.8	22.7	25.8
GR68	564808	173086	Roadside	100.0	100.0	28.6	27.1	22.4	21.6	22.7
GR69a, GR69b, GR69c	567270	171925	Background	100.0	100.0	15.8	15.2	13.1	11.3	13.7
GR72a, GR72b, GR72c	562437	173175	Background	100.0	100.0	21.4	19.8	17.1	15.6	18.3

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
GR75a, GR75b, GR75c	564087	173080	Background	100.0	100.0	19.5	16.2	13.5	13.2	14.5
GR78	565658	174195	Roadside	100.0	100.0	27.5	26.9	22.5	20.1	21.7
GR92	562323	172589	Roadside	100.0	100.0	33.0	29.0	27.8	24.1	22.2
GR94	564392	166012	Roadside	100.0	100.0	25.5	26.6	23.3	19.6	22.2
GR96	564963	173717	Roadside	100.0	100.0	25.5	25.0	22.0	21.9	22.0
GR98	562529	174049	Roadside	100.0	100.0	30.3	25.8	23.8	22.3	23.2
GR104	562465	172153	Roadside	100.0	100.0	28.3	26.9	23.2	21.4	21.7
GR107	562272	172281	Roadside	92.3	92.3	29.8	27.7	24.1	21.5	27.2
GR109	565229	172955	Roadside	100.0	100.0	27.3	29.5	27.6	26.1	27.1
GR110	566149	170436	Roadside	100.0	100.0	29.7	28.3	24.6	18.6	19.4
GR112	561502	174682	Roadside	75.0	75.0	31.1	30.5	23.1	19.1	24.2
GR118	564755	173862	Roadside	100.0	100.0	30.9	30.3	25.9	23.3	24.4
GR119	564729	173824	Roadside	92.3	92.3	41.7	39.4	35.3	30.5	32.6
GR122	564667	173891	Roadside	100.0	100.0	32.6	31.4	25.6	25.2	25.1
GR123	566538	173109	Roadside	100.0	100.0	21.2	20.8	17.0	17.7	20.1
GR124	561338	174925	Roadside	100.0	100.0	27.6	27.7	23	18.8	22.0
GR125	564877	173937	Roadside	100.0	100.0	29.6	28.3	23.1	21.9	23.7
GR127	564456	173979	Roadside	100.0	100.0	26.6	24	21.5	18.5	21.3
GR128	564727	174002	Roadside	100.0	100.0	29.6	26.0	23.1	23.1	23.0
GR129	564694	173969	Roadside	100.0	100.0	25.0	23.4	19.4	18.6	21.5
GR130	564687	173934	Roadside	100.0	100.0	27.0	25.7	22.0	20.4	22.9
GR133	564657	173799	Roadside	100.0	100.0	28.3	27.5	25.5	23.5	24.0
GR135	564657	173764	Roadside	100.0	100.0	35.7	31.1	31.4	28.8	27.4
GR136	564686	173828	Roadside	100.0	100.0	31.1	30.1	27.8	26.8	25.6
GR137	570719	171143	Roadside	100.0	100.0	26.7	27.0	21.5	18.9	22.7
GR138	570583	169549	Roadside	100.0	100.0	24.1	24.8	24.0	19.3	18.4
GR139	563178	173976	Roadside	65.4	65.4	30.7	29.6	23.8	24.7	24.9
GR140	564955	174098	Roadside	100.0	100.0	34.2	30.8	27.8	25.8	26.8
GR141	569588	169603	Roadside	100.0	100.0	22.5	21.2	18.3	16.9	17.7
GR143	564646	173745	Roadside	92.3	92.3	29.0	28.2	25.3	25.1	24.4
GR144	564728	172826	Roadside	100.0	100.0	30.3	28.5	25.6	21.2	21.7
GR145	565336	174066	Roadside	100.0	100.0	29.6	29.3	23.1	21.9	21.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
GR146	567150	171231	Roadside	100.0	100.0	14.3	13.9	12.5	10.4	12.7
GR147	567051	168432	Roadside	100.0	100.0	25.3	22.1	19.7	17.7	20.1
GR148	571572	172847	Roadside	100.0	100.0	14.3	13.4	10.8	11.3	15.2
GR149	571445	172881	Roadside	100.0	100.0	14.7	13.0	11.6	12.1	15.3
GR150	571250	172933	Roadside	90.4	90.4	16.1	15.1	12.6	12.4	14.2
GR151	571371	172270	Roadside	100.0	100.0	18.8	18.4	15.8	14.8	17.1
GR152	567544	169849	Roadside	100.0	100.0	-	19.7	-	20.2	19.8
GR153	564475	173097	Roadside	100.0	100.0	-	-	-	16.1	18.0
GR154	564754	173840	Roadside	100.0	100.0	-	-	-	21.5	21.8
GR155	564754	173814	Roadside	100.0	100.0	-	-	-	20.7	20.9

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

Exceedances of the NO₂ annual mean objective of 40 $\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO₂ annual means exceeding 60 $\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.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.2 – Trends in Annual Mean NO₂ Concentrations: AQMA No.1 A2 Trunk

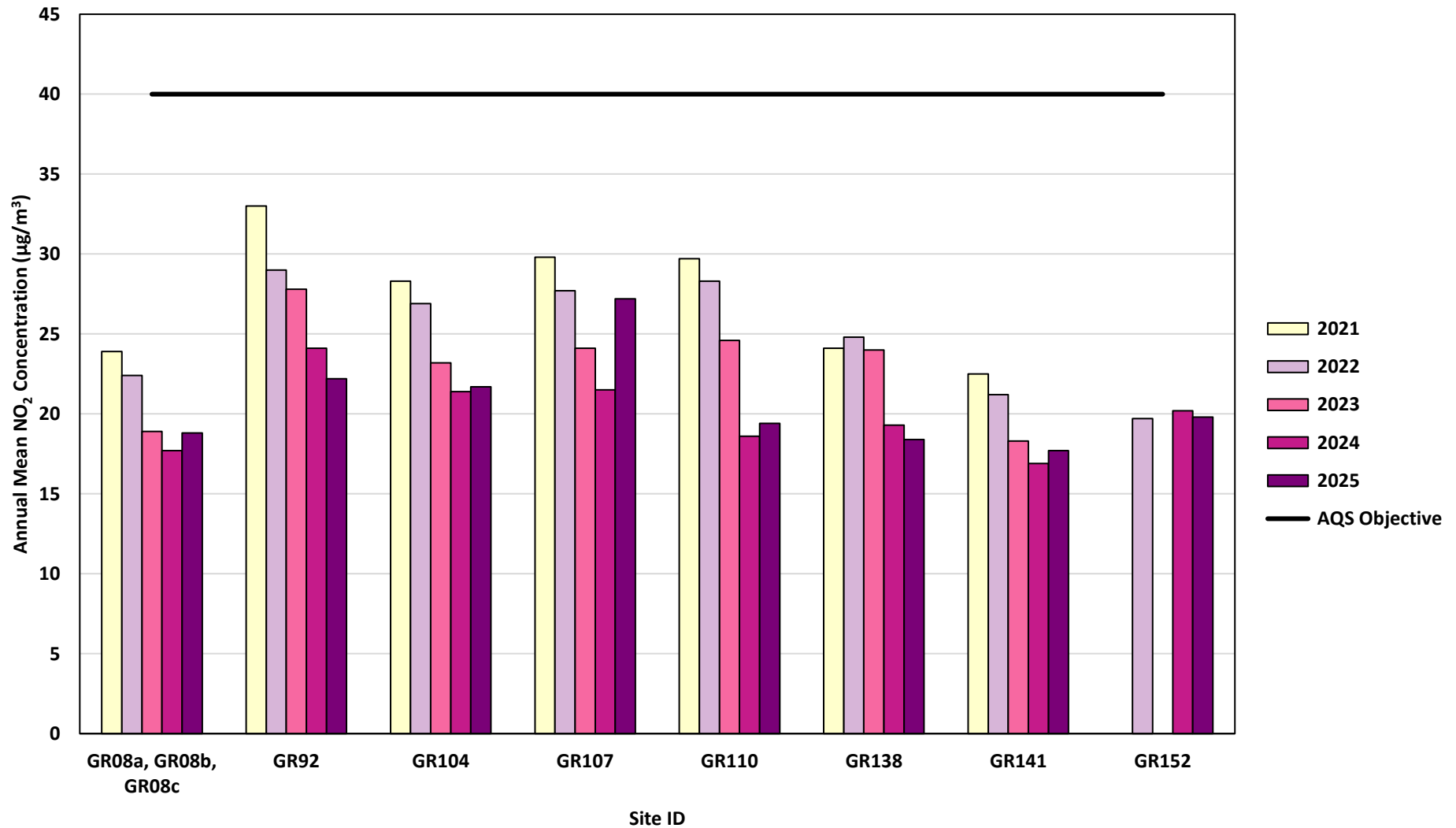


Figure A.3 – Trends in Annual Mean NO₂ Concentrations: AQMA No.3 A226 One-way System

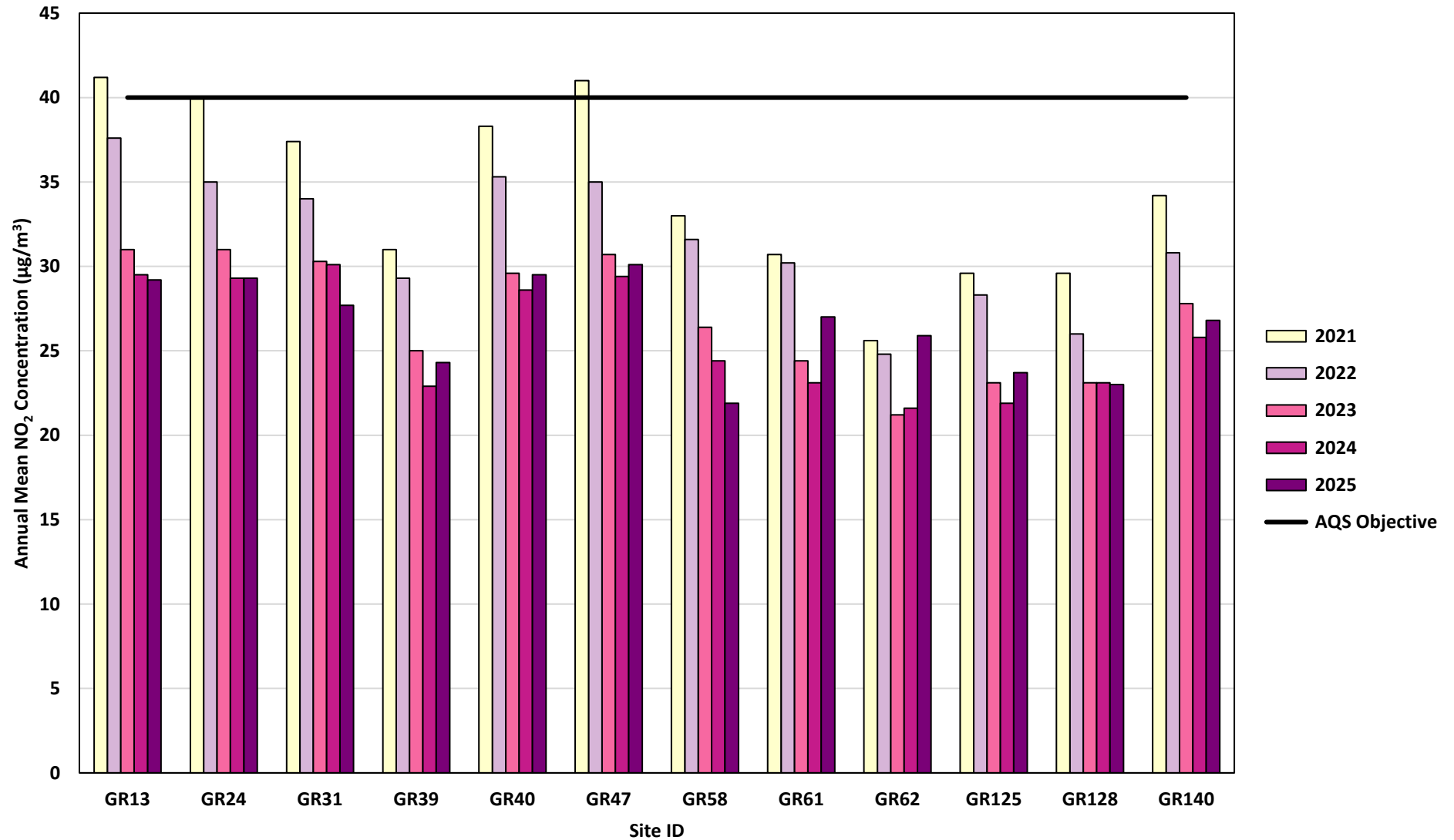


Figure A.4 – Trends in Annual Mean NO₂ Concentrations: AQMA No.4 A227 Wrotham Road/ B261 Old Road West

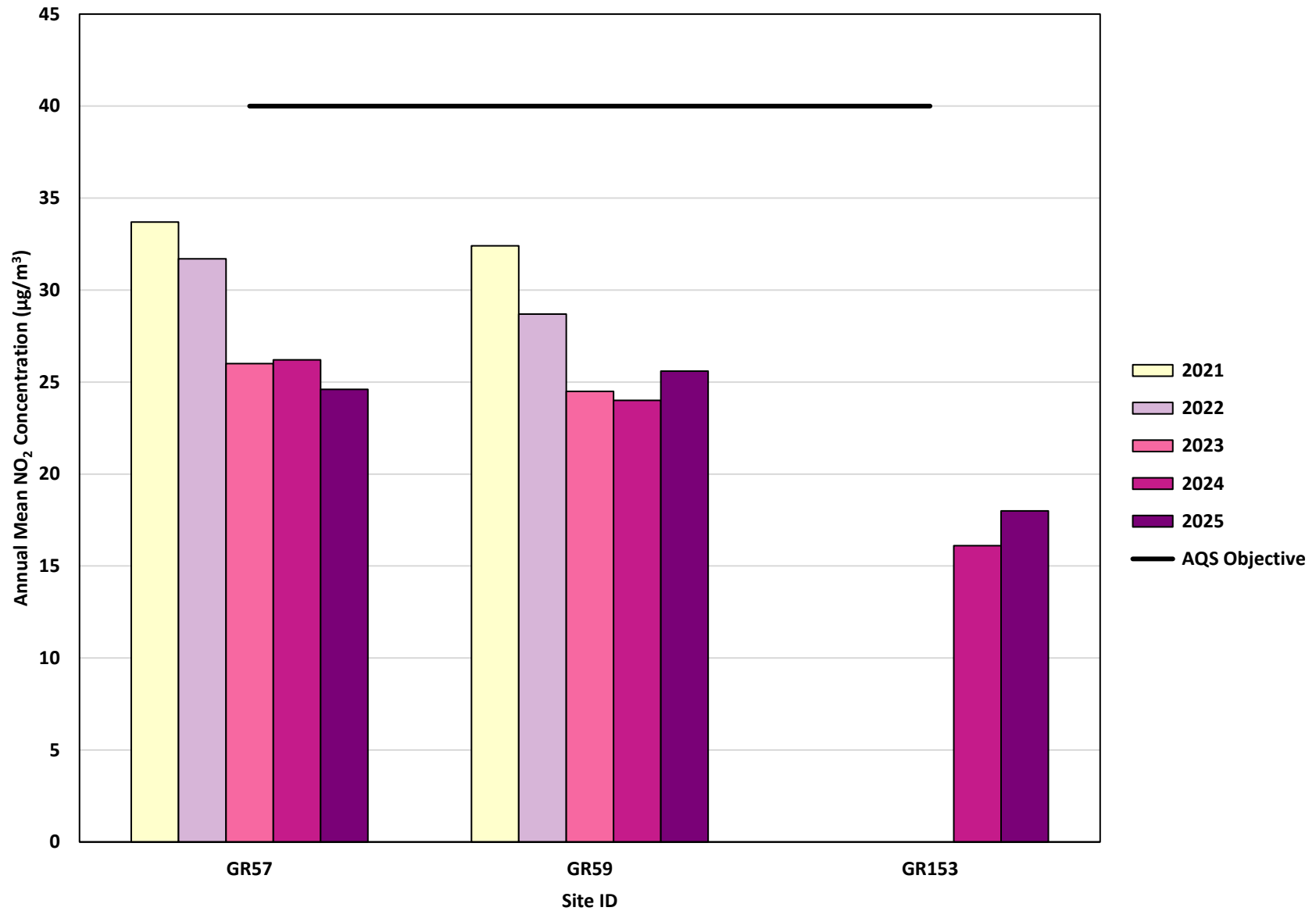


Figure A.5 – Trends in Annual Mean NO₂ Concentrations: Outside AQMAs

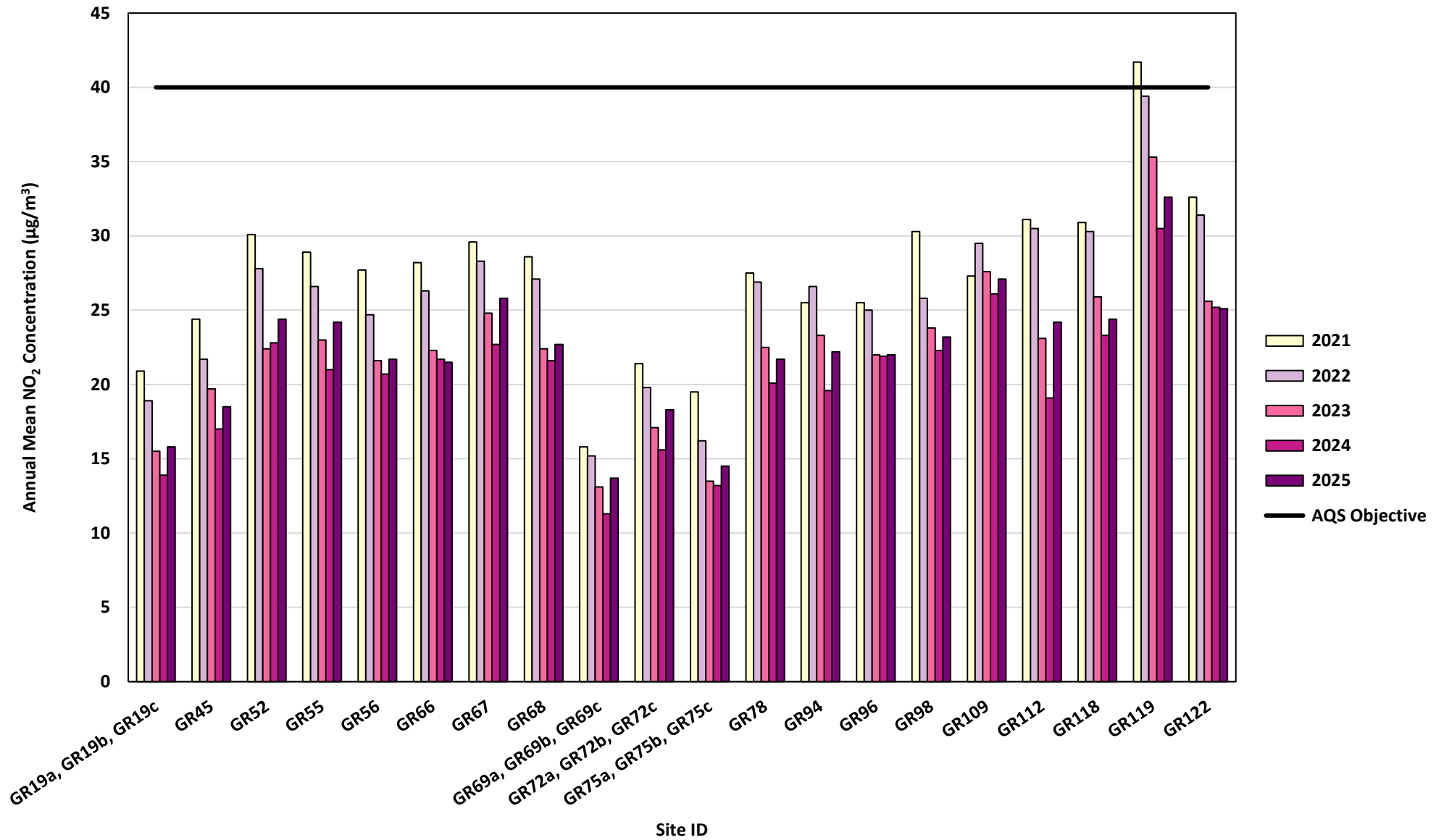


Figure A.6 – Trends in Annual Mean NO₂ Concentrations: Outside AQMAs (2)

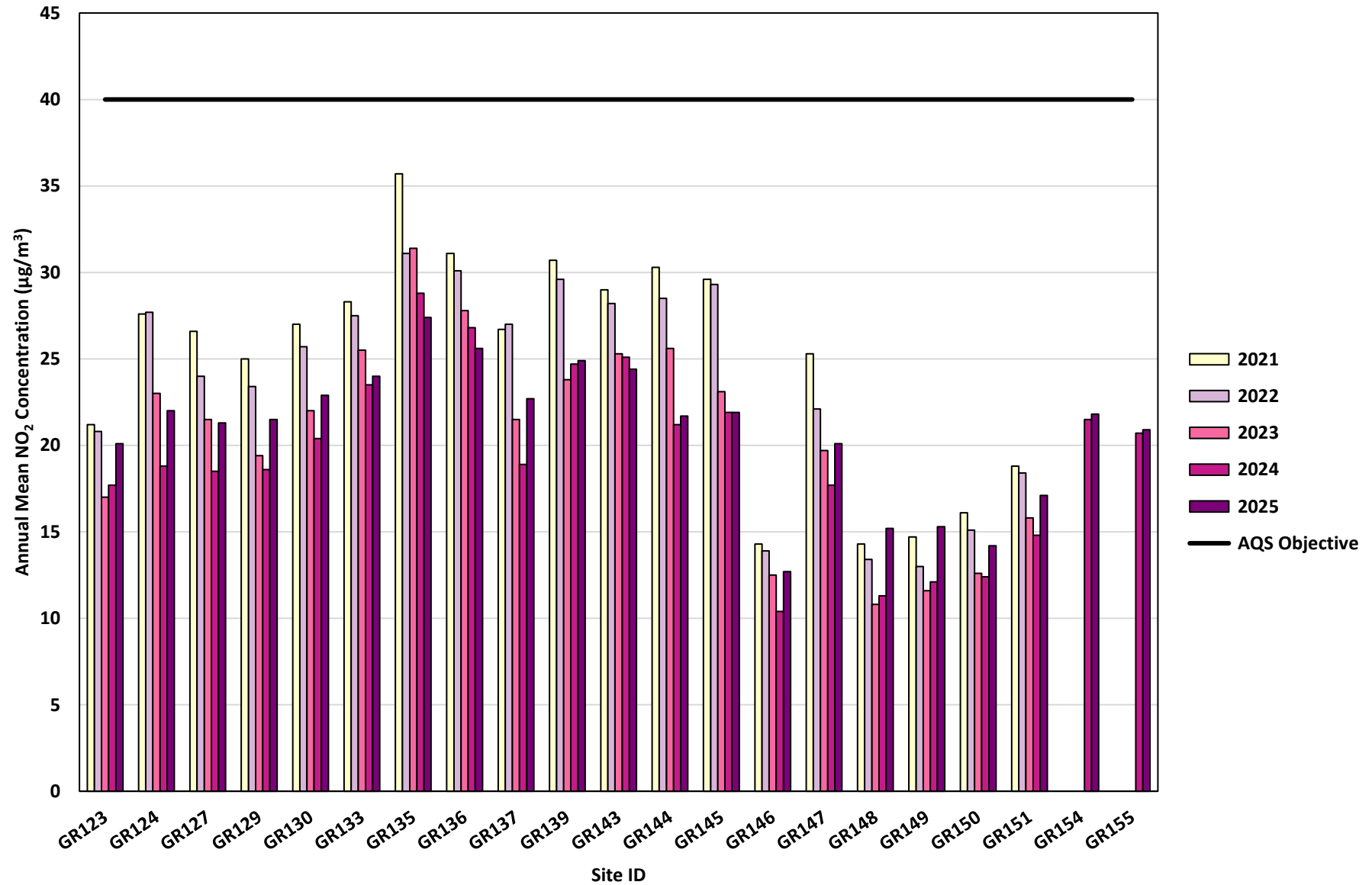


Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200 µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
ZG2	562589	172076	Roadside	99.2	99.2	0	0	0	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200 µg/m³ have been recorded.

Exceedances of the NO₂ 1-hour mean objective (200 µg/m³ not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-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%).

Table A.6 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
ZG2	562589	172076	Roadside	99.6	99.6	16.0	15.3	11.7	10.3	12.5

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

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the PM₁₀ annual mean objective of 40 µg/m³ are shown in **bold**.

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

(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.7 – Trends in Annual Mean PM₁₀ Concentrations

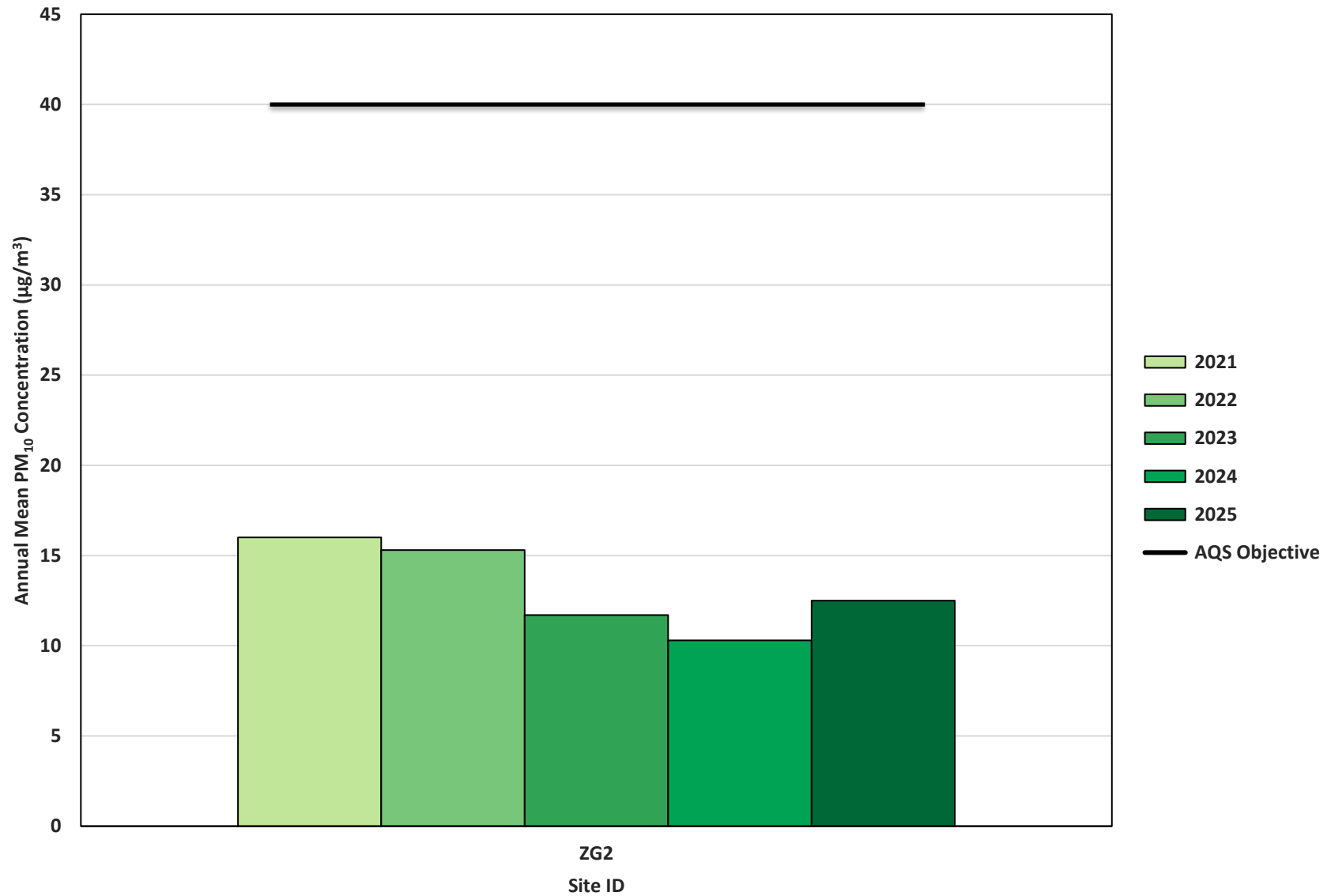


Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50 µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
ZG2	562589	172076	Roadside	99.6	99.6	0	0	0	0	1

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50 µg/m³ have been recorded.

Exceedances of the PM₁₀ 24-hour mean objective (50 µg/m³ 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%).

Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO₂ 2025 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.91)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
GR08a	562589	172076	30.8	25.0	21.1	21.4	14.5	18.8	20.4	17.7	15.4	18.7	22.6	20.0	-	-	-	Triplicate Site with GR08a, GR08b and GR08c - Annual data provided for GR08c only
GR08b	562589	172076	30.1	24.6	18.2	19.3	16.3	16.2	19.2	18.1	17.0	20.8	22.4	23.4	-	-	-	Triplicate Site with GR08a, GR08b and GR08c - Annual data provided for GR08c only
GR08c	562589	172076	31.1	24.2	20.9	20.3	18.6	18.0	19.5	18.4	17.3	19.2	23.1	23.7	20.7	18.8	-	Triplicate Site with GR08a, GR08b and GR08c - Annual data provided for GR08c only
GR13	564696	174431	38.4	42.0	37.8	30.9	31.9	29.9	31.6	26.5	23.1	27.9	34.1	31.4	32.1	29.2	-	-
GR19a	562155	174360	24.3	25.2	22.2	24.2	18.2	12.9	11.2	12.0	11.0	14.5	18.3	18.9	-	-	-	Triplicate Site with GR19a, GR19b and GR19c - Annual data provided for GR19c only
GR19b	562155	174360	25.1	24.7	23.3	19.3	19.5	12.1	11.0	11.5	10.8	14.6	16.6	18.7	-	-	-	Triplicate Site with GR19a, GR19b and GR19c - Annual data provided for GR19c only
GR19c	562155	174360	20.7	22.8	25.2	22.7	17.6	13.6	12.5	12.1	11.1	13.8	17.3	17.3	17.4	15.8	-	Triplicate Site with GR19a, GR19b and GR19c - Annual data provided for GR19c only
GR24	565128	174049	43.2	43.6	44.2	36.1	38.7	28.0	29.7	25.3	19.7	30.1	21.8	26.3	32.2	29.3	-	-
GR31	565052	174149	43.4	34.9	31.9	32.4	32.2	30.4	32.5	24.9	32.7	28.8	20.9	20.7	30.5	27.7	-	-
GR39	564730	174030	38.1	32.4	31.0	32.7	27.8	24.3	23.2	21.0	19.6	20.7	21.5	29.1	26.8	24.3	-	-
GR40	564486	174095	31.9	38.7	39.0	45.3	40.5	31.7	29.6	27.9	25.1	26.6	35.6	17.7	32.5	29.5	-	-
GR45	564708	174266	21.7	22.4	23.0	24.7	21.9	18.7	22.5	18.1	16.5	16.8	16.0	22.0	20.4	18.5	-	-
GR47	565043	174173	45.7	33.7	39.8	42.6	37.9	32.9	30.3	30.8	27.0	27.4	17.8	31.3	33.1	30.1	-	-
GR52	562449	174191	29.0	34.3	34.6	39.7	31.1	19.5	18.3	18.6	17.3	21.3	34.7	23.2	26.8	24.4	-	-
GR55	563943	173378	31.8	34.1	33.0	31.3	26.0	21.8	20.2	-	18.3	22.9	28.2	25.7	26.7	24.2	-	-
GR56	565210	172980	38.6	26.7	24.9	21.1	19.2	22.9	18.6	17.0	18.5	21.2	34.7	23.3	23.9	21.7	-	-
GR57	564472	173158	38.3	22.8	34.7	34.5	28.5	29.3	24.4	22.4	23.5	26.5	14.3	25.1	27.0	24.6	-	-
GR58	565166	174036	44.5	14.8	30.1	23.9	20.6	21.6	26.3	21.3	17.8	26.3	23.8	18.3	24.1	21.9	-	-
GR59	564530	173171	41.8	35.2	32.6	33.4	29.5	24.0	28.4	20.4	19.3	25.0	28.8	19.0	28.1	25.6	-	-
GR60	563899	173368	40.2	37.7	37.6	34.2	27.8	25.5	22.7	20.8	21.0	27.1	19.2	28.9	28.6	26.0	-	-
GR61	564429	174152	38.3	33.6	35.9	39.1	31.1	25.4	29.8	25.8	20.0	26.1	-	21.4	29.7	27.0	-	-
GR62	565004	174324	44.4	40.2	36.2	31.4	29.1	-	22.3	18.0	17.1	20.6	25.9	27.6	28.4	25.9	-	-
GR66	564512	174448	34.7	32.3	26.2	29.0	23.2	20.4	20.0	13.0	15.7	18.5	25.4	25.6	23.7	21.5	-	-
GR67	565214	172958	40.6	33.7	30.5	26.2	28.8	25.1	23.4	20.7	25.3	26.2	30.1	29.8	28.4	25.8	-	-

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 (0.91)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
GR68	564808	173086	39.5	36.4	29.2	28.1	19.0	20.1	20.6	13.4	19.5	16.0	34.0	24.4	25.0	22.7	-	-
GR69a	567270	171925	23.7	17.5	15.4	15.5	12.2	9.0	9.3	8.3	9.0	13.2	30.1	17.6	-	-	-	Triplicate Site with GR69a, GR69b and GR69c - Annual data provided for GR69c only
GR69b	567270	171925	22.8	20.9	17.0	15.2	12.0	8.7	11.3	8.2	9.5	9.7	32.3	11.9	-	-	-	Triplicate Site with GR69a, GR69b and GR69c - Annual data provided for GR69c only
GR69c	567270	171925	26.1	13.8	18.8	12.2	13.4	9.4	10.9	8.3	10.1	11.6	29.9	17.1	15.1	13.7	-	Triplicate Site with GR69a, GR69b and GR69c - Annual data provided for GR69c only
GR72a	562437	173175	28.1	18.3	25.0	23.9	23.6	13.2	15.6	15.7	13.2	16.7	29.6	23.1	-	-	-	Triplicate Site with GR72a, GR72b and GR72c - Annual data provided for GR72c only
GR72b	562437	173175	27.2	29.4	23.9	18.8	19.0	13.7	18.3	15.0	13.2	14.8	28.4	18.9	-	-	-	Triplicate Site with GR72a, GR72b and GR72c - Annual data provided for GR72c only
GR72c	562437	173175	26.1	26.2	24.8	20.3	19.2	14.9	15.1	13.8	12.8	14.6	31.4	20.8	20.2	18.3	-	Triplicate Site with GR72a, GR72b and GR72c - Annual data provided for GR72c only
GR75a	564087	173080	23.6	23.7	20.7	18.6	-	11.0	14.5	8.8	9.1	12.9	24.5	16.2	-	-	-	Triplicate Site with GR75a, GR75b and GR75c - Annual data provided for GR75c only
GR75b	564087	173080	23.8	21.8	20.3	26.6	14.1	13.4	11.9	8.4	9.3	15.4	13.1	17.4	-	-	-	Triplicate Site with GR75a, GR75b and GR75c - Annual data provided for GR75c only
GR75c	564087	173080	23.3	12.9	22.1	17.4	16.2	11.2	11.4	9.6	7.7	14.0	15.3	18.7	15.9	14.5	-	Triplicate Site with GR75a, GR75b and GR75c - Annual data provided for GR75c only
GR78	565658	174195	39.2	32.1	29.8	24.3	23.8	22.1	19.8	17.6	18.9	19.9	13.0	25.9	23.9	21.7	-	-
GR92	562323	172589	39.0	31.8	18.1	24.2	24.8	25.7	24.8	21.3	23.3	23.8	8.1	28.1	24.4	22.2	-	-
GR94	564392	166012	35.0	30.2	27.5	30.4	25.2	21.7	21.7	19.2	20.7	18.2	20.4	22.7	24.4	22.2	-	-
GR96	564963	173717	36.0	30.5	32.2	28.0	26.1	19.3	20.4	17.7	16.2	22.8	17.4	24.1	24.2	22.0	-	-
GR98	562529	174049	33.1	34.5	33.2	35.4	28.2	19.8	19.7	19.7	19.0	22.6	14.9	26.1	25.5	23.2	-	-
GR104	562465	172153	32.9	26.4	22.4	19.5	18.4	25.5	21.9	20.9	21.8	23.9	29.1	23.6	23.9	21.7	-	-
GR107	562272	172281	33.2	-	47.7	22.6	20.1	50.5	38.1	20.0	23.1	23.0	28.3	23.0	30.0	27.2	-	-
GR109	565229	172955	47.3	44.4	36.1	29.6	22.3	23.9	21.2	20.3	22.0	25.9	30.2	33.9	29.8	27.1	-	-
GR110	566149	170436	33.2	23.2	20.5	20.4	15.5	17.2	18.2	18.7	18.6	20.6	27.0	23.1	21.4	19.4	-	-
GR112	561502	174682	29.9	22.1	32.7	34.3	-	-	20.0	-	18.7	23.0	32.6	25.8	26.6	24.2	-	-
GR118	564755	173862	35.6	32.6	33.4	35.3	32.3	22.6	25.7	18.4	20.0	23.1	16.9	25.9	26.8	24.4	-	-
GR119	564729	173824	52.5	45.2	47.0	43.2	34.9	-	34.1	17.2	31.3	32.3	27.9	28.7	35.8	32.6	-	-
GR122	564667	173891	41.3	30.2	33.3	29.4	26.2	25.7	26.5	23.5	17.8	22.7	24.0	31.3	27.7	25.1	-	-
GR123	566538	173109	28.8	26.8	20.3	16.1	13.2	16.7	15.4	31.3	13.0	16.4	25.2	42.2	22.1	20.1	-	-
GR124	561338	174925	34.3	30.0	27.5	28.8	21.6	18.5	17.5	23.1	16.4	22.3	25.6	24.5	24.2	22.0	-	-
GR125	564877	173937	37.6	35.7	32.1	34.6	24.1	21.2	21.3	13.4	19.6	23.8	30.2	19.2	26.1	23.7	-	-

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 (0.91)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
GR127	564456	173979	33.7	30.2	29.6	28.2	22.6	18.7	18.1	17.3	17.8	20.5	23.6	20.9	23.4	21.3	-	-
GR128	564727	174002	29.6	22.5	32.5	30.9	25.4	22.6	22.4	19.5	20.8	19.4	30.9	27.5	25.3	23.0	-	-
GR129	564694	173969	32.2	30.2	26.8	27.4	19.1	15.2	16.6	15.6	15.7	19.7	42.9	22.4	23.7	21.5	-	-
GR130	564687	173934	35.1	31.6	27.5	28.3	19.5	21.7	20.2	20.1	19.0	22.0	29.1	27.6	25.1	22.9	-	-
GR133	564657	173799	39.7	31.9	24.8	27.3	25.6	23.5	24.2	17.1	20.4	27.1	29.1	25.9	26.4	24.0	-	-
GR135	564657	173764	48.9	37.8	33.5	33.1	31.1	30.4	28.7	14.3	26.3	28.6	28.5	21.0	30.2	27.4	-	-
GR136	564686	173828	40.7	39.3	35.9	39.2	29.8	26.5	22.6	14.2	23.5	24.0	24.0	17.7	28.1	25.6	-	-
GR137	570719	171143	35.0	26.8	26.5	26.3	22.7	23.3	18.3	20.9	19.8	23.0	28.2	29.0	25.0	22.7	-	-
GR138	570583	169549	18.0	29.1	21.9	17.1	13.9	19.8	17.3	19.5	16.4	21.7	22.3	26.0	20.3	18.4	-	-
GR139	563178	173976	43.9	37.9	34.8	34.0	-	-	-	-	21.4	15.5	33.0	22.8	30.4	24.9	-	-
GR140	564955	174098	35.7	36.7	39.0	41.0	33.6	26.7	27.1	20.7	22.9	26.1	15.1	28.9	29.5	26.8	-	-
GR141	569588	169603	24.9	21.2	20.7	20.4	13.8	17.3	14.9	14.7	16.9	20.6	26.3	22.0	19.5	17.7	-	-
GR143	564646	173745	38.5	32.7	27.0	29.9	25.6	25.8	24.2	-	20.4	24.6	25.5	20.7	26.8	24.4	-	-
GR144	564728	172826	35.7	23.1	22.3	26.6	21.1	20.5	19.5	21.6	18.3	20.1	29.4	27.8	23.8	21.7	-	-
GR145	565336	174066	35.3	34.0	21.5	31.6	26.9	21.5	22.0	18.1	17.1	20.3	20.1	20.6	24.1	21.9	-	-
GR146	567150	171231	20.3	20.6	17.9	16.4	10.9	10.1	11.1	7.6	9.1	9.6	18.1	16.4	14.0	12.7	-	-
GR147	567051	168432	29.9	28.7	25.4	28.2	19.6	16.2	18.2	16.2	13.1	18.1	24.6	26.9	22.1	20.1	-	-
GR148	571572	172847	19.5	17.8	16.1	12.0	12.2	9.0	9.9	26.0	10.0	10.7	21.2	35.9	16.7	15.2	-	-
GR149	571445	172881	22.0	18.8	14.8	12.2	10.4	9.9	11.0	21.9	10.6	7.8	27.6	35.4	16.9	15.3	-	-
GR150	571250	172933	21.8	21.4	16.6	17.0	10.7	9.6	9.9	18.2	8.5	11.5	26.6	-	15.6	14.2	-	-
GR151	571371	172270	24.8	24.1	19.0	18.2	10.3	15.8	14.0	15.6	14.6	16.5	34.0	19.1	18.8	17.1	-	-
GR152	567544	169849	33.9	27.5	22.5	21.8	17.4	22.6	22.4	8.2	18.3	23.0	28.6	15.7	21.8	19.8	-	-
GR153	564475	173097	29.6	24.7	34.3	20.9	18.5	15.7	15.1	10.4	14.6	18.6	20.7	14.4	19.8	18.0	-	-
GR154	564754	173840	33.7	29.4	29.1	33.4	13.8	25.2	26.3	9.2	21.5	25.7	24.4	16.7	24.0	21.8	-	-
GR155	564754	173814	37.6	29.8	27.3	17.4	24.0	22.9	24.4	13.2	18.6	21.9	20.1	19.2	23.0	20.9	-	-

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

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

Local bias adjustment factor used.

National bias adjustment factor used.

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

Gravesham Borough Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Gravesham Borough Council During 2025

Gravesham Borough Council have not identified any new planning applications as having the potential to impact air quality.

Additional Air Quality Works Undertaken by Gravesham Borough Council During 2025

Gravesham Climate Change Annual Report

Gravesham Borough Council adopted its Climate Change Strategy in December 2021, Gravesham has seen a renewed focus on delivering actions to reduce carbon emissions across Council operations, its housing stock, and the wider borough.

In 2025, Gravesham Council progressed and completed the following:

- Provided energy-saving information to tenants;
- Undertook research into the potential link between poor energy performance, voids and rent arrears;
- Reviewed all future planned work programmes to ensure a ‘No regrets’ approach and that any work is coordinated where possible with any energy-saving measures;
- Created a programme to tackle the homes that lack loft or cavity wall insulation;
- Created a programme of properties and blocks for retrofitting taking a ‘fabric first’ approach based on data from the Parity system;
- Carried out a review of the planned works programmes to see if any improvements and changes can be made such as triple glazing, use of recycled materials, installation of green roofs;
- Provided clear guidance and information to tenants who are looking to install EV charging points at the property (non-estate);
- Continued to deliver sustainable travel behaviour change messaging through online digital content and targeted engagement opportunities;

- Set waste reduction and recycling targets for building and refurbishment waste including making amendments to new contracts to outline requirements;
- Created an affordable recycled furniture and household items project for residents to donate; and
- Worked with key partners to progress the delivery of the new Fastrack bus lane proposed to be installed alongside the taxi rank and feeder lane in the town centre, which supports a reduction in vehicle emissions.

Surveys of Council-owned properties

Surveys have been undertaken of key Council assets. Despite the financial constraints experienced by the Council in recent years, works have taken place previously to upgrade lighting in key Council buildings, with decarbonisation works almost complete at Cygnet Leisure Centre and plans to install PV Panels at the Brookvale Depot to take place in the new financial year.

Cycle to Work Scheme

Since the implementation of this scheme, i.e. from May 2023, there have been 42 successful applications.

Octopus EV Salary Sacrifice Scheme:

- There have been 14 successful applications so far.

Employer Travel Club

Publicised the Employer Travel Club which seeks to encourage people to utilise public transport and offers staff savings on local Arriva bus travel and as well as other modes of transport.

Staff Energy Champions

Create 'Staff Energy Champions' to assist residents and other staff members with energy saving advice

EV charging

The installation of an EV Charger at Cleveland House has been completed, and the Council is reviewing further areas to install electric vehicle chargers.

The Council now has 4x dual 22 kW chargers installed in our housing estates, which are open to the public to use, generating income and encouraging and supporting EV ownership. To date, this has generated £896.32 and they have been used 67 times.

Estate skip initiative

As part of the retrofit works at Springvale Court, this initiative was trialled and a skip was provided to residents to dispose of any items, this was also completed in tandem with the Ellenor Charity project for any items that could be reused and sold in their shops. This initiative reduced the amount of waste that went to landfills and generated a small income for Ellenor Charity.

As part of the work taking place at Cleveland House, this initiative will also be included.

QA/QC of Diffusion Tube Monitoring

The diffusion tubes for the year 2025 were supplied and analysed by SOCOTEC Didcot, the tubes were prepared using the 50% Triethanolamine (TEA) in acetone preparation method. All results have been bias adjusted and annualised where required before being presented in Table B.1.

SOCOTEC participates in the AIR-PT scheme which is an independent analytical proficiency-testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Laboratory (HSL).

Defra and the Devolved Administrations advise that diffusion tubes used for Local Air Quality Management should be obtained from laboratories that have demonstrated satisfactory performance in the AIR-PT scheme. Laboratory performance in AIR-PT is also assessed, by the National Physical Laboratory (NPL), alongside laboratory data from the monthly NPL Field Intercomparison Exercise carried out at Marylebone Road, central London. A laboratory is assessed and given a 'z' score. A score of 2 or less indicates satisfactory laboratory performance. Additionally, the precision of the NO₂ diffusion tubes supplied by SOCOTEC have been classified as 'good' for all observations during 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. Precision summary results are available from the LAQM website.

All changeovers for the passive monitoring network aligned with the DEFRA LAQM calendar for the 2025 reporting year.

Diffusion Tube Annualisation

The LAQM.TG(22) states that annualisation is required for any site which has a data capture of less than 75%, but greater than 25%. Passive monitoring site GR139 recorded a 65.4%

data capture in 2025 and therefore required annualisation. Annualisation was completed using version 6.0 of the 'Diffusion Tube Data Processing Tool'. Two continuous background monitoring locations within a 50-mile radius were selected to annualise the data which are:

- Thurrock;
- Rochester Stoke

These continuous background monitoring sites were suitable to use as they all had >85% data capture and therefore could be used for annualisation. Table C.1 presents the annualisation summary, taken from the 'Diffusion Tube Data Processing Tool'.

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

Site ID	Annualisation Factor Thurrock	Annualisation Factor Rochester Stoke	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
GR139	0.9035	0.9013	0.9024	30.4	27.4

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 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.

Gravesham Borough Council have applied a local bias adjustment factor of 0.91 to the 2025 monitoring data. The SOCOTEC national bias adjustment factor was based on 17 studies and was 0.78. As Gravesham undertake co-location studies, their local factor was more conservative and consistent with previous reporting years. A summary of bias adjustment factors used by Gravesham Council over the past five years is presented in Table C.2.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	0.91
2024	Local	-	0.85
2023	Local	-	0.82
2022	Local	-	0.85
2021	Local	-	0.90

Table C.3 – Local Bias Adjustment Calculation

Local Bias Adjustment Input 1	
Periods used to calculate bias	12
Bias Factor A	0.91 (0.84 - 0.99)
Bias Factor B	10% (1% - 18%)
Diffusion Tube Mean (µg/m ³)	20.7
Mean CV (Precision)	5.4%
Automatic Mean (µg/m ³)	18.9
Data Capture	98%
Adjusted Tube Mean (µg/m ³)	19 (17 - 21)

Notes:

A single local bias adjustment factor has been used to bias adjust the 2025 diffusion tube results.

Figure C.1 – National Bias Adjustment Factor (03/26)

National Diffusion Tube Bias Adjustment Factor Spreadsheet				Spreadsheet Version Number: 03/26							
<p>Follow the steps below in the correct order to show the results of relevant co-location studies</p> <p>Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods</p> <p>Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet</p> <p>This spreadsheet will be updated every few months; the factors may therefore be subject to change. This should not discourage their immediate use.</p> <p>LAQM Helpdesk Website</p>						<p>This spreadsheet will be updated at the end of June 2026</p>					
<p>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.</p>				<p>Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.</p>							
Step 1:		Step 2:	Step 3:	Step 4:							
<p>Select the Laboratory that Analyses Your Tubes from the Drop-Down List</p> <p>If a laboratory is not shown, we have no data for this laboratory.</p>		<p>Select a Preparation Method from the Drop-Down List</p> <p>If a preparation method is not shown, we have no data for this method at this laboratory.</p>	<p>Select a Year from the Drop-Down List</p> <p>If a year is not shown, we have no data</p>	<p>Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor shown in blue at the foot of the final column.</p> <p>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</p>							
Analysed By ¹		Method ²	Year ³	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision ⁵	Bias Adjustment Factor (A) (Cm/Dm)
SDCOTEC.D\dot		50% TEA in acetone	2025		Overall Factor ⁴ (17 studies)				Use		0.78

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with distance

calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO₂ concentrations corrected for distance are presented in Table B.1.

No diffusion tubes required fall of with distance correction in 2025.

QA/QC of Automatic Monitoring

2025 data management and ratification for Gravesham Borough Council was carried out by Air Quality Data Management (AQDM) as part of the KentAir contract.

All LSO duties are carried out by Gravesham Borough Council.

Calibrations are carried out every three weeks. These were previously conducted every two weeks, however due to limited staff resources this was not manageable. There does not however appear to be any negative impact on the data as a result of this. BAM tapes are changed every six weeks in order to coincide with the calibrations.

PM₁₀ and PM_{2.5} Monitoring Adjustment

The type of PM₁₀ monitor utilised within Gravesham Borough Council does not require the application of a correction factor.

Automatic Monitoring Annualisation

The automatic monitoring location within Gravesham Borough Council recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the NO₂ fall-off with distance calculator available on the LAQM Support website.

No automatic monitoring site required fall of with distance correction in 2025.

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

Figure D.1 – Spatial Map of the Non-Automatic Monitoring Sites

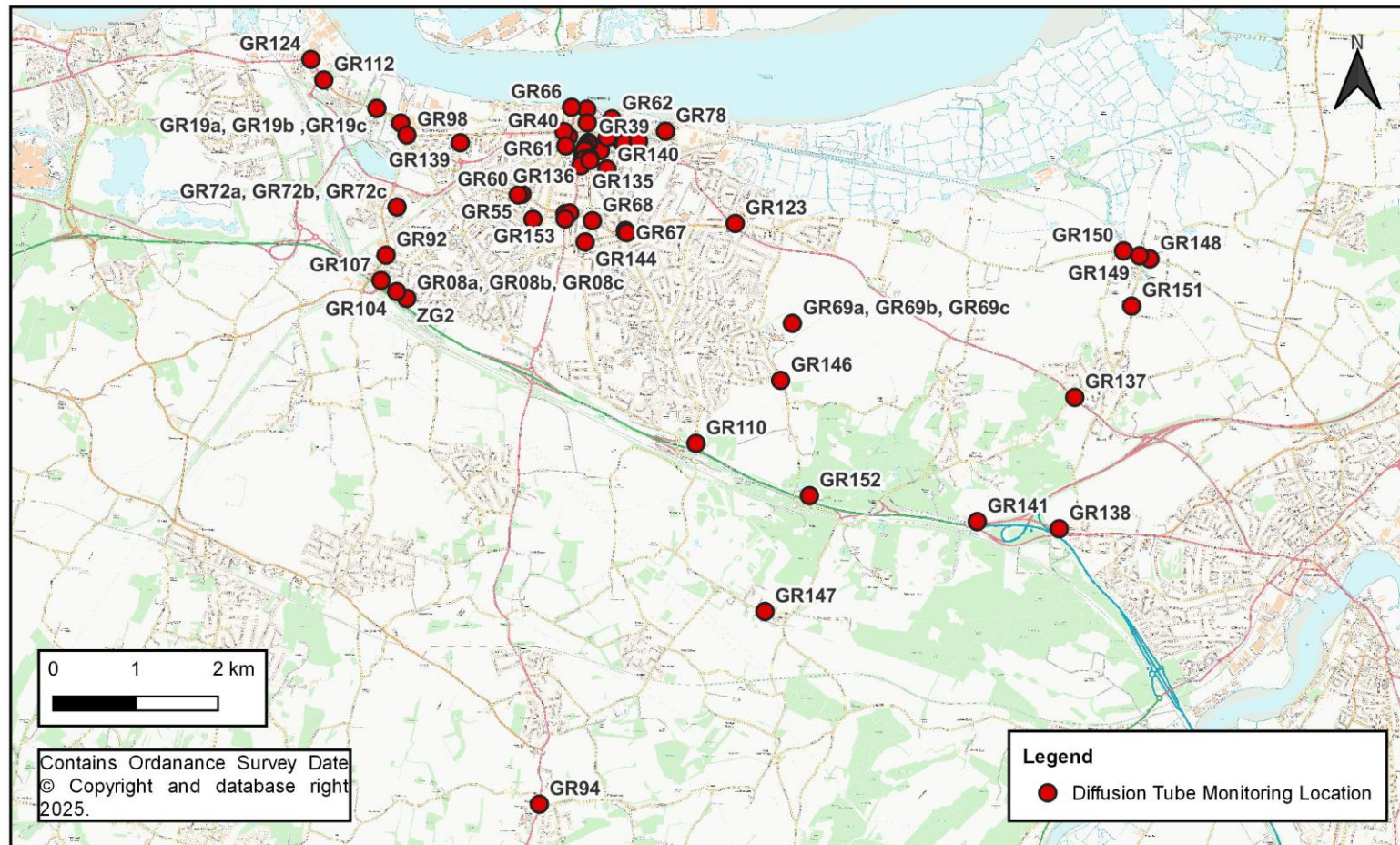


Figure D.2 – Map of Monitoring Sites Within/Near AQMA No.1: Gravesham A2

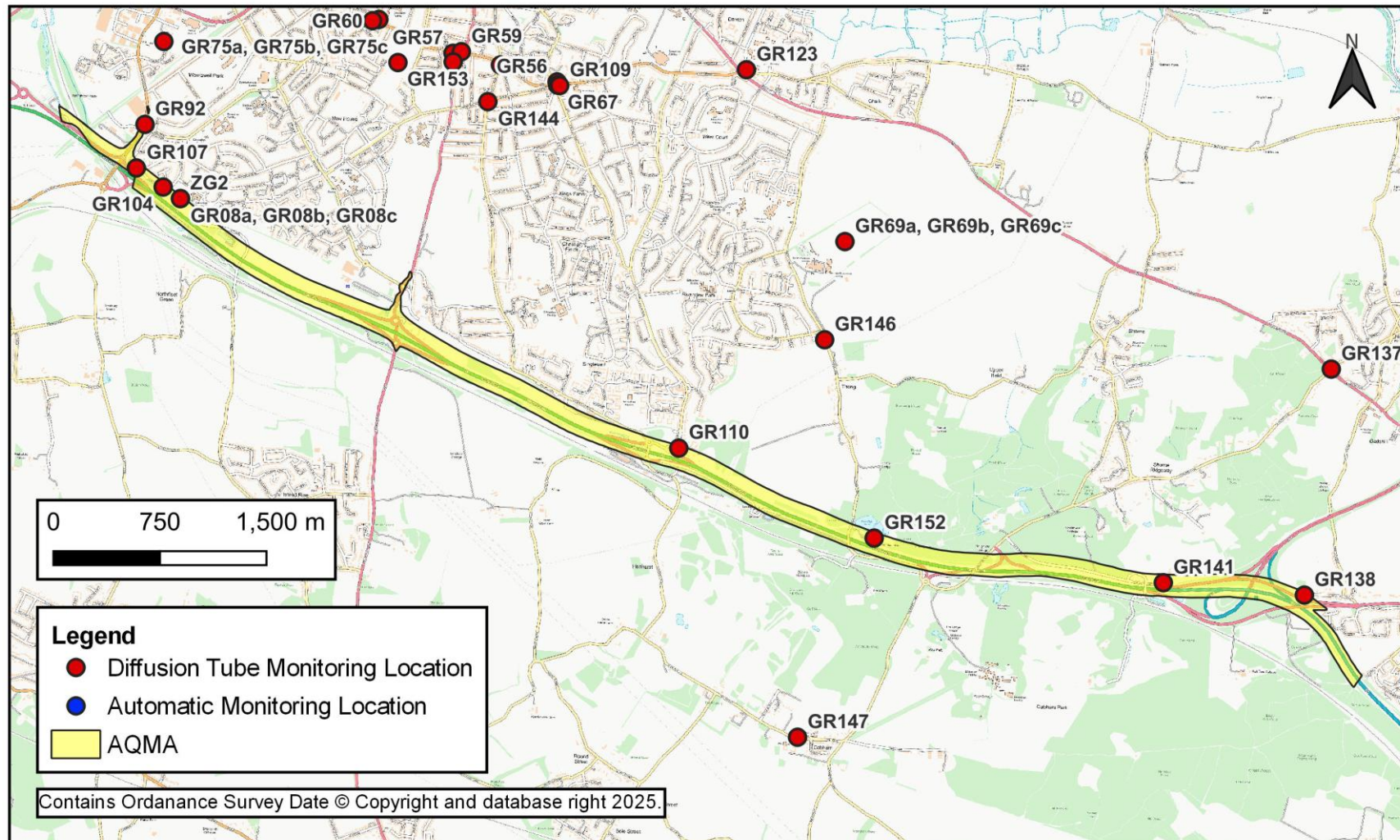


Figure D.3 – Map of Monitoring Sites Within/Near AQMA No.3: A226 One-Way System, Gravesend

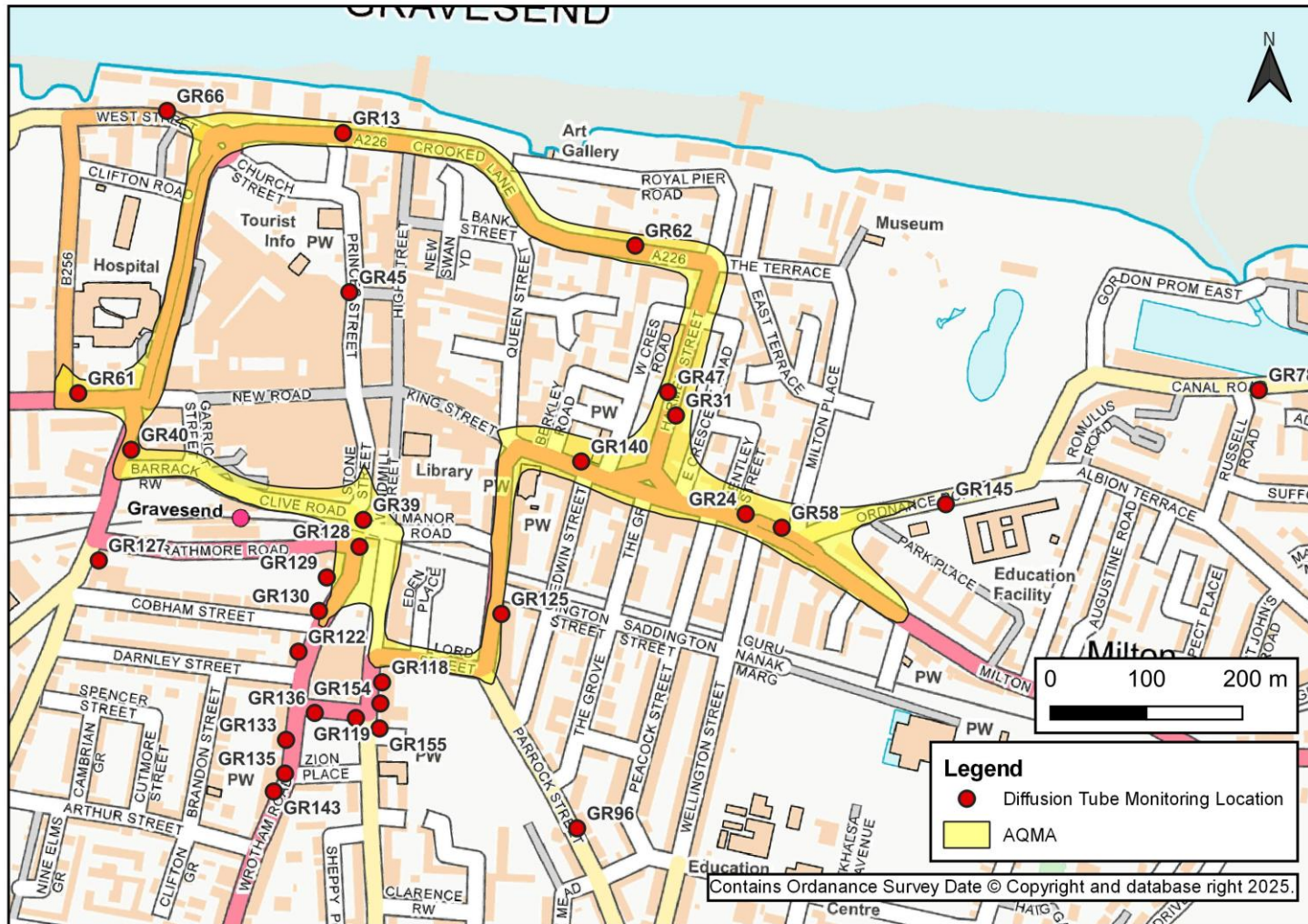


Figure D.4 – Map of Monitoring Sites Within/Near AQMA No.4: A227/B261 Wrotham Road/Old Road West Junction

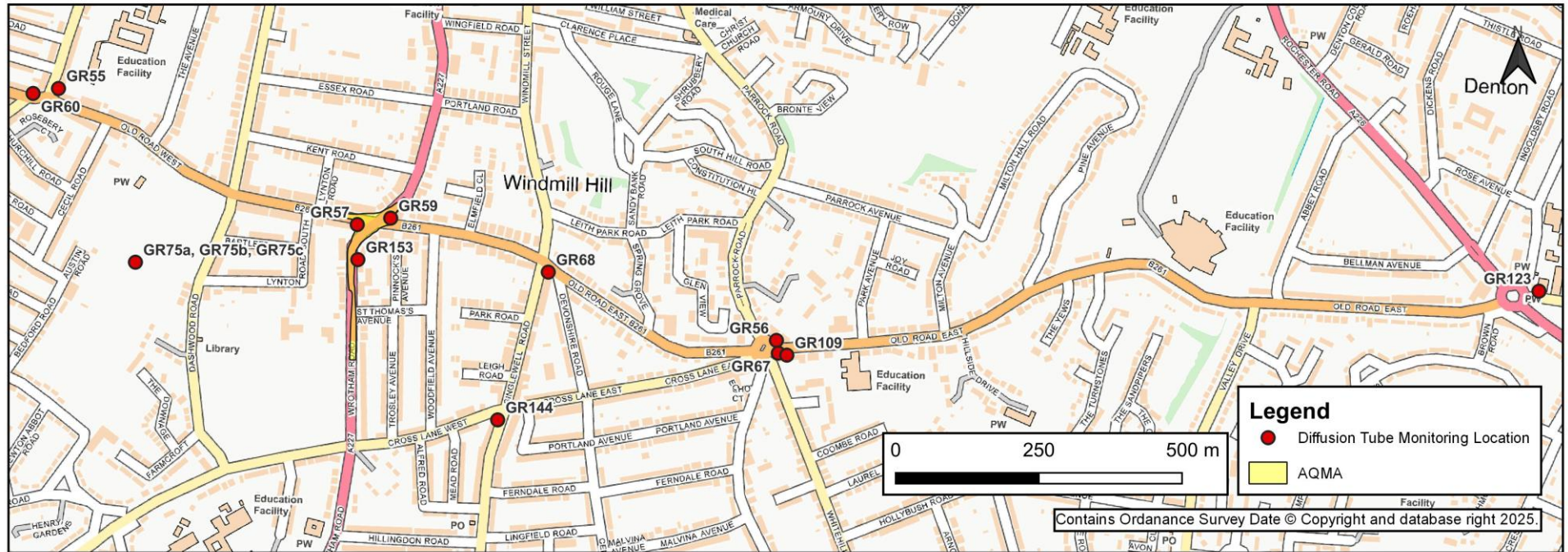


Figure D.5 – Map of Monitoring Sites Outside of Any AQMA Near Meopham

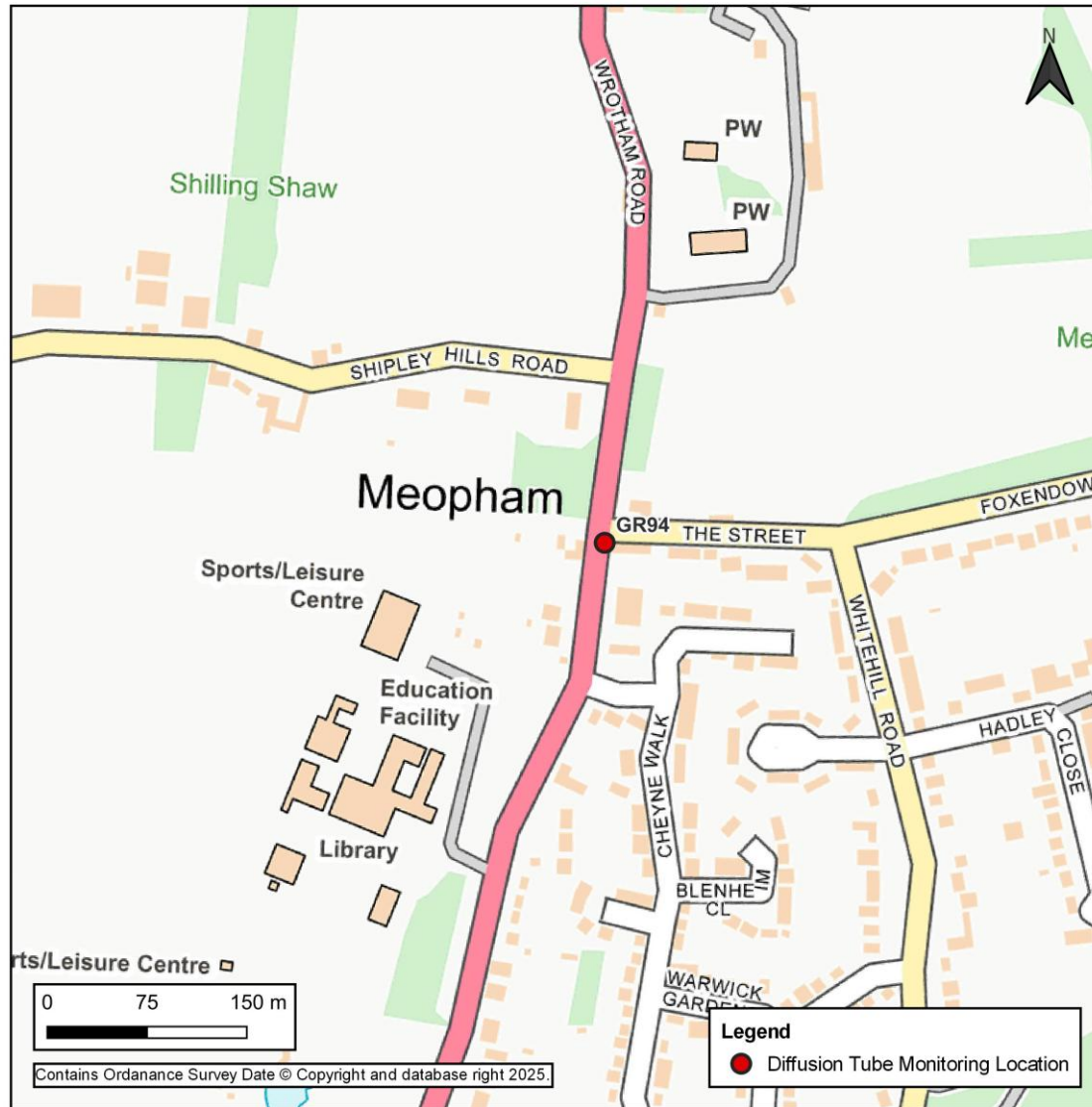


Figure D.6 – Map of Monitoring Sites Outside of Any AQMA Near Cobham

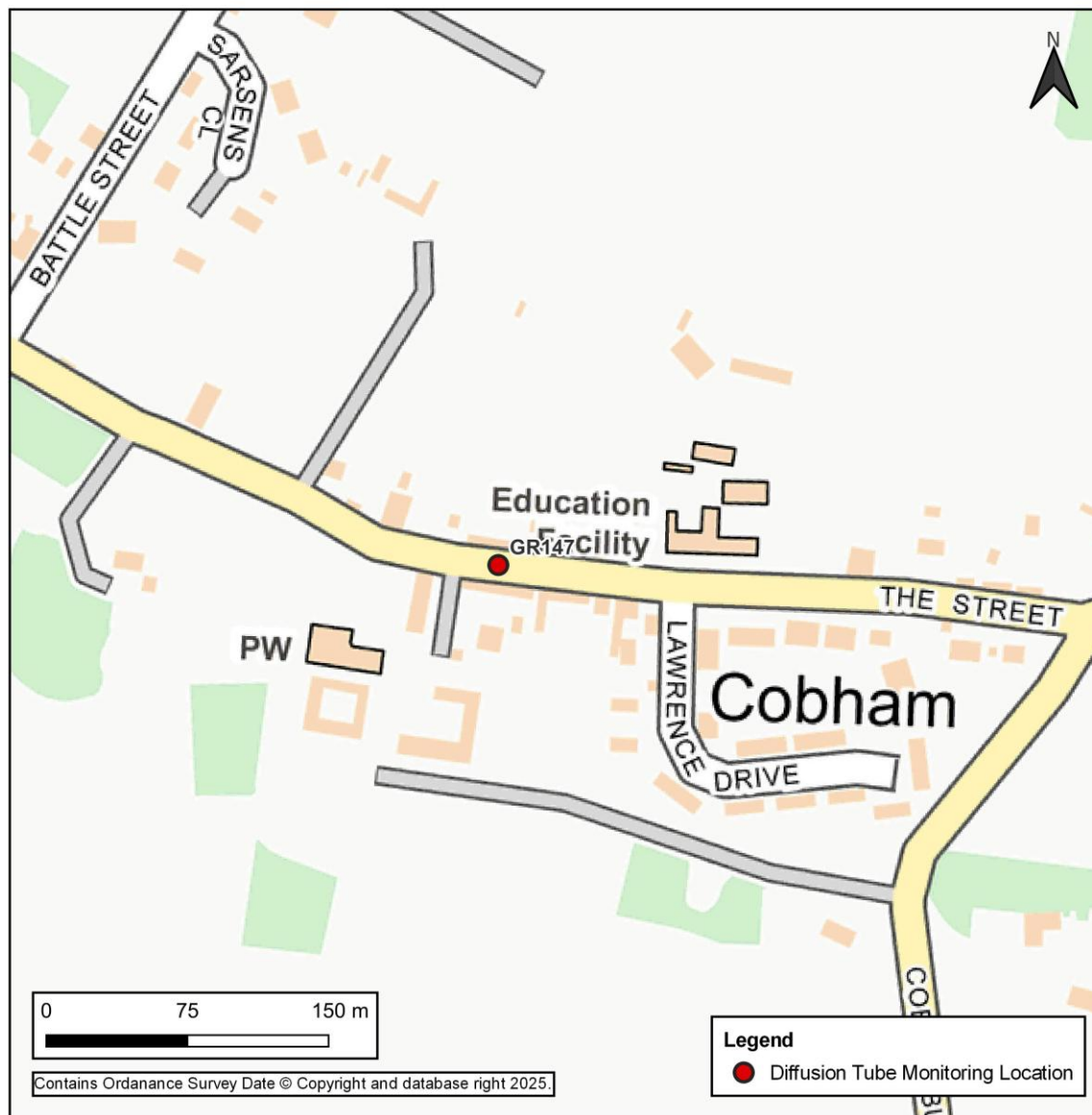
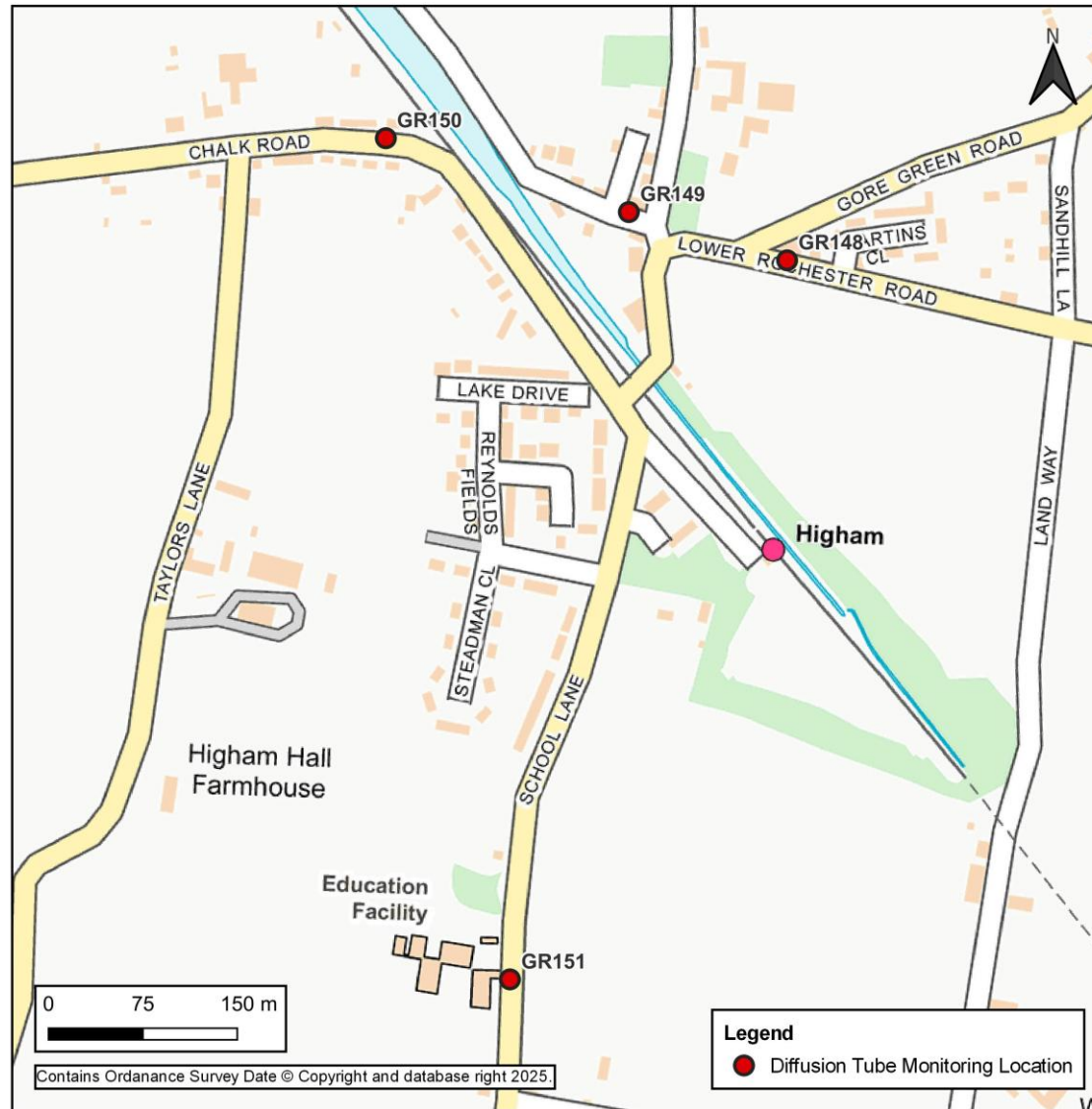


Figure D.7 – Map of Monitoring Sites Outside of Any AQMA Near Lower Higham



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁶

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40 µg/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)	40 µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350 µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO ₂)	125 µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO ₂)	266 µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

⁶ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide

References

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