2024 Air Quality Annual Status Report (ASR)

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

Date: June 2024

ASHFORD BOROUGH COUNCIL

www.ashford.gov.uk

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Executive Summary: Air Quality in Our Area

Air Quality in Ashford 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. In the UK, it is estimated that the reduction in healthy life expectancy caused by air pollution is equivalent to 29,000 to 43,000 deaths a year[1].

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Additionally, people living in less affluent areas are most exposed to dangerous levels of air pollution[2].

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

Table ES 1 - Description of Key Pollutants

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

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

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

Ashford is the largest borough in Kent, with a fast-growing population. In 2003, the government's Sustainable Communities Plan identified Ashford as one of the designated Growth Areas, initiating a £2.5 billion investment programme. This programme aims to deliver 31,000 additional homes and create 28,000 new job opportunities by the year 2031. Although the urban area of Ashford is expanding, much of the borough is rural in character, including protected areas such as the North Downs and the High Weald.

The main source of air pollution in the borough is road traffic emissions from major roads, notably the M20, A20, A28 and A292. Other pollution sources, including commercial, industrial and domestic sources, also contribute to background pollutant concentrations.

All NO_2 annual mean concentration are below 10% of the AQS objective. The latest monitoring data show that levels are generally decreasing in 2023 compared to 2022.

Economic Development

There are significant plans for economic development in the borough in the future to maintain prosperity in the region.

The council has continued to campaign for the return of Eurostar services to Ashford alongside working with various partners including Kent County Council, neighbouring councils and government, MP Damian Green and High Speed One. The return of services to Ashford International Station is a priority for the council and regular dialogue with Eurostar is ongoing.

Additionally, a planning application was received from Brompton for a production facility and company HQ with up to 46,000 sqm of employment floor space on land south of Asda off Kimberley Way in Ashford. This development, with Brompton’s ethos, will provide an opportunity to promote walking and cycling for the local community. The first phase is set to create up to 1,500 jobs with future phases creating more in subsequent years.

There are several developments under construction outlined in Appendix C, which are subjected to a robust planning system in use to ensure that major developments have a robust air quality assessment submitted, and that appropriate and proportionate mitigation is implemented where impacts are likely to arise.

Actions to Improve Air Quality

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

The Environmental Improvement Plan[3] sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter ($PM_{2.5}$), the pollutant of most harmful to human health. The Air Quality Strategy[4] provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero[5] 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 air quality across Ashford borough is generally good, with pollutant levels remaining below the national air quality objectives at relevant locations. The council protects air quality within the borough using Core Strategy Policy CS1 which promotes sustainable development and high-quality design, and Policy ENV12 addresses the potential air quality impacts of major development proposals. Any major developments to be built or in operation are all in line with guidance from the Institute of Air Quality Management.

The Local Transport Plan for Kent sets out policies to improve transport and encourage sustainable transport within the borough. Ashford Borough Council has been working closely with Kent County Council to improve air quality.

Ashford Borough Council has progressed the following actions:

- Communications campaign about air quality and links to shared cross county webpage https://kentair.org.uk and Care for Air education resource https://care-for-air.kentair.org.uk/.

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

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

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

- Planning conditions require electric vehicle (EV) charging points where appropriate.
- A 3-year scheme to encourage electric and hybrid taxis is now completed and has been extended to March 2025.
- Handlebars vs cars campaign - promoting cycling as commuter option alongside recreation.
- Undertook feasibility study to extend our cycling network with contractor Sustrans for a route in central Ashford.
- Development of new climate and energy strategy 2024-26 which continues to incorporate Air Quality.
- Supported Kent and Medway Air Quality Partnership in obtaining Defra funding for digital educational resource (Pollution Patrol) and have also contributed towards funding towards this project.
- Supported Kent and Medway Air Quality Partnership in obtaining Defra grant for support to public health/medical professionals, including commitment to funding.
- The major developments to be built or in operation are all in line with guidance from the Institute of Air Quality Management.

Conclusions and Priorities

This Annual Status Report confirms that air quality within Ashford continues to meet the relevant air quality objectives, and that air quality is generally good.

In 2023, NO_2 concentrations remained below the annual air quality objective of 40µg/m^3 at all locations. As concentrations were below 60µg/m^3 it is considered that the hourly mean objective of 200µg/m^3 was not exceeded at any locations. The highest concentration monitored was 32µg/m^3, at roadside site AS59, located on Romney Marsh Road.

The Local Transport Plan for Kent is a crucial framework in maintaining good air quality in the borough, as the primary source of pollution within the borough is road traffic. It outlines policies to promote sustainable transport within the borough. The borough's ASR looks to maintain and improve air quality, supported by the planning system which ensures air quality does not deteriorate given there are several major developments planned and continued campaigning for economic development within the borough. The Ashford Local Plan was adopted in February 2019, and Policy ENV12 aims to protect and improve air quality.

Local Engagement and How to get Involved

Members of the public can help improve air quality in the borough by travelling using sustainable transport options, such as walking, running, cycling and using public transport. Ashford Borough Council, in conjunction with Kent and Medway Air Quality Partnership encourages the promotion of air quality, and educational materials can be provided.

Further information on local air quality can be obtained via the UBreathe app for iPhone and Android, which provides air pollution health advice where you need it.

Local Responsibilities and Commitment

This ASR was prepared by Bureau Veritas UK Ltd on behalf of the Environmental Protection Officer at Ashford Borough Council, with the support and agreement of the following officers and departments:

- Ashford Borough Council - Parking, Economic Development, Planning, Strategy and Policy Development and Environmental Protection.

This ASR has been approved by Natalie Pearce, Safety and Wellbeing Manager, Ashford Borough Council.

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

If you have any comments on this ASR please send them to Linda Spicer at:

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1 Local Air Quality Management

This report provides an overview of air quality in Ashford Borough Council during 2023. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

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

Ashford Borough Council currently does not have any declared AQMAs. A local Air Quality Strategy will be developed to prevent and reduce polluting activities. For reference, a map of Ashford Borough Council's monitoring locations is provided in Appendix D.

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

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

1. The Council have provided clear figures to demonstrate the locations of diffusion tubes. These figures are well-presented and easy to read, with labels clear and not overlapping any features.
2. QA/QC measures have been provided in full, including a demonstration of the distance correction calculation for AS51. The Council have used a national bias adjustment factor for the adjustment of concentrations. Providing a screen capture of the appropriate national bias adjustment factor spreadsheet may be useful for completeness.
3. It appears that two monitoring sites only have data for 2022, suggesting that these sites are newly installed. It may be useful for the Council to discuss the reasoning behind any additional/removed sites, particularly if these sites have been added to capture any areas of concern within the Borough.
4. The Council is commended for their discussion regarding electric vehicles across the Borough. The provided discussion regarding electric vehicle energy consumption is particularly useful in monitoring uptake of electric vehicle use across the Borough. The Council should continue this discussion in the future and provide updated energy consumptions where available to support the progress on measures and to possibly explain trends in air quality.

Ashford Borough Council has taken forward a number of direct measures during the current reporting year of 2023 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1.

Please note that the Council does not have an AQAP. Information presented within Table 2.1 is indicative at this stage.

Key completed measures are:

Electric Vehicle Charging

Led by Kent County Council, this project works with 7 Kent local authorities to implement more charging points around Kent. Within the Ashford Borough there are 69 electric

vehicle charging points (EVCP). Below are the locations and type of current charging points:

- Civic Centre: ConnectedKerb x2 and EVDot x9
- Edinburgh Road CP: EVDot x12
- Leisure Centre: EVDot x4
- Station Rd, Tent: EVDot x4
- Vicarage Lane: EVDot x6
- Elwick Place: ConnectedKerb x4 and EVDot x6
- Victoria Rd CP: EVDot x4
- Station Rd, Ash: EVDot x6
- Adley's Yard: EVDot x2
- Halstow Way:ConnectedKerb x8
- Julie Rose: ConnectedKerb x2

In recent years there has been a continued expansion of the EVCP network, with the intended outcome of improving air quality for public health benefits and reducing carbon emissions. The council has directly funded these and utilised grants for these charging points, and through the Rural England Prosperity Fund scheme. This helps the council achieve it’s intended EV outcomes, make usage more practical and meet expectations for EV ownership on a local and national scale.

No further plans have been made for additional charging points by Ashford Borough Council until a better understanding of usage is ascertained. However, Kent County Council will soon start looking at areas on public roads where points could be placed. It may be that ConnectedKerb find an area where they feel will be beneficial to install new points.

To consider the cumulative impacts of development on air quality, and to encourage EV ownership, Ashford Borough Council requires future new builds to incorporate EV charging points. Each new dwelling with a designated parking space (driveway, carport, or garage), is required to provide at least one electric vehicle charging point. All EV charger points shall be provided to Mode 3 standard (providing up to 7kw) and SMART (enabling Wi-Fi connection). The charging point shall thereafter be retained available, in a working order for the charging of EV. Approved models are shown on the Office for Low Emission Vehicles Home charge Scheme approved ChargePoint model list:

https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-approved-chargepoint-model-list.

The recent implementation of EVCPs and growing EV ownership has the potential to infer reductions in pollutant concentrations from road traffic. Tracking and mapping of consumption at charging points and nearby NO_2 concentrations could provide the council the opportunity to establish trends in air quality and demonstrate quantitative evidence of progress from this measure.

Green Travel

The council's licensing team launched an incentive scheme to encourage electric and hybrid vehicle uptake amongst taxi and private hire fleets in the borough. This scheme effectively incentivised vehicle operators to bring on any recognised ultra-low emission vehicle to the licensed fleet, and in return the applicant would not pay licensing fees on that vehicle for the first three years of licensing - equating to a saving of approximately £1000 per vehicle.

The initial phase of the scheme ran from 2019 until March 2022 with a modest uptake of three new ultra-low emission vehicles coming onto the licensed fleet. The second phase, which is due to run until March 2025, has seen a further two ultra-low emission vehicles bought onto the fleet.

Furthermore, the council intends to explore options to provide fuel efficient driver training for taxi and private hire drivers to reduce vehicle emissions.

A cycling network feasibility study was completed to look to extend the cycling network with contractor Sustrans for a route in central Ashford.

A 'handlebars vs cars' campaign was run promoting cycling as a commuter option alongside recreation. This includes how to get started cycling videos culminating in a life stream race between a car and a bike, to encourage bike usage by the public to and from work. Providing accessible routes as well as promoting it as the most convenient commuter option is crucial to its uptake.

The Council continues to move toward a strong foundation of cycling infrastructure for the future. This is echoed in the council Climate Change Action Plan 2022-24, with Priority 4 being to encourage a shift towards cleaner modes of transport and reduce car dependency. This is set out in objective 4.3: Enable and facilitate a borough wide reduction in transport related emissions, and has been targeted through methods listed below:

- Strengthen anti-idling message promoted in schools through CEO road safety programme and other agencies to improve air quality and reduce emissions.
- Encourage residents to use the Kent Connected for active transport options digital app.
- Improve understanding of future demand for EV charging points, infrastructure capacity and location. Implement a corporate approach to installation and maintenance of EV charging points.

Climate and Energy Strategy 2024-26

The council is currently working on a new Climate and Energy Strategy 2024-26 which will continue to incorporate Air Quality. This will seek to mitigate pollution through climate active policy. It will also have an emphasis on adaptation, living with climate change impacts and recognising the increasing risks to health caused by a combination of increasing temperatures and pollutants.

Climate Action Strategy

In July 2022, the Cabinet endorsed publication of a Climate Change Strategy to outline its ambitions to deliver net zero in its own operations by 2030 and Borough wide by 2050. It recognised that this needed to be done not only by delivering sustainable services but integrating climate considerations into all decision making and supporting behaviour change. Part of this strategy requires a centralised approach whereby all services share accountability to deliver on 8 core priorities.

Priority 1: Raise awareness of climate change ***air quality*** to increase understanding and knowledge, empower and enable our partners and residents.

Priority 2: Ensure the council's decision-making processes, strategic documents and procedures contribute to climate change; reducing carbon emissions, positively impacting biodiversity ***and air quality,*** and increasing local resilience to climate change.

Priority 3: Reduce reliance on fossil fuels for energy by increasing renewable energy generation and consumption.

Priority 4: Encourage and enable a shift towards cleaner modes of transport and reduce car dependency with co-benefits to ***air quality*** and health.

Priority 5: Enable business growth while maximising opportunities to reduce carbon emissions (including specific objective to strengthen anti idling messaging to improve ***air quality***).

Priority 6: Reduce the environmental footprint of buildings through retrofitting existing buildings and improved building standards within new build developments.

Priority 7: Protect, enhance, and increase green space for the benefit of people, wildlife and carbon sequestration.

Priority 8: Reduce waste and continue high levels of recycling.

As outlined above air quality is recognised as a fundamental co-beneficiary of the wider work to mitigate climate change. It is also explicitly referenced in the performance management framework for the strategy – looking at monitoring sites with NO_2 below 40 $\mu g/m^3$ reiterating the agenda's consideration within the wider strategy.

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Electric Vehicle Charging	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	N/A	Ongoing	Kent County Council, ConnectedKerb					Implementation	Reduced vehicle emissions	Number of charging points	Implementation on-going	
2	Ultra Low Emission Vehicles Licensing	Vehicle Fleet Efficiency	Fleet Efficiency and recognition schemes	N/A	2025	Local Authority					Implementation	Reduced vehicle emissions	No. of vehicle in licensed fleet	Implementation on-going	
3	Climate Change Action Plan 2022-2024	Policy Guidance and Development Control	Other policy	N/A	2021	Local Authority Environmental Health, Local Authority Transport Dept.					Implementation	Reduced vehicle emissions		Implementation on-going	
4	Cycling Network Feasibility Study	Transport Planning & Infrastructure	Cycle Network	N/A	2023	Local Authority, Sustrans					Planning	Reduced vehicle emissions		Planning phase	
5	Handlebars vs Cars Campaign	Promoting Travel Alternatives	Promoting of cycling/Workplace Travel Planning	N/A	2023	Local Authority					Completed	Reduced vehicle emissions		Completed	
6	Pollution Patrol Educational Resource	Public Information	Via the Internet	N/A	2023	Local Authority, Kent and Medway Air Quality Partnership					Implementation	N/A		Completed	

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[6], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$)). There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Ashford Borough Council is taking the following measures to address $PM_{2.5}$:

Ashford Borough Council is part of the Kent Health and Wellbeing Board, which brings together County and District Councillors, senior officers from the NHS Area Team, Clinical Commissioning Groups, Social Care and Public Health and members of the Local Healthwatch. The Board produced the Kent Joint Health and Wellbeing Strategy (Kent County Council, 2014), which sets out how the multidisciplinary teams can align their plans to improve public health and tackle key health issues over the coming years.

Ashford Borough Council is working with Public Health colleagues to prioritise action on air quality to help reduce the health burden from air pollution. The Public Health Outcomes Framework (PHOF) is a Department of Health data tool for England, intended to focus public health action on increasing life expectancy and reducing differences in life expectancy between communities. The PHOF includes an indicator[7], based on the effect of particulate matter ($PM_{2.5}$) on mortality, which was updated in 2022. For Ashford, this indicator (D01) from 2022 is 4.8% of deaths attributable to $PM_{2.5}$, which is lower than the the average for England (5.8%). The approach used, in partnership with Public Health colleagues, includes the encouragement of active travel, which will also have wider public health benefits captured in other indicators such as increased physical activity (indicator C17a) and reducing excess weight at various ages (indicators C09a and b and C16).

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

[7] https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1/gid/1000043/pat/15/ati/501/are/E07000105/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

The Local Transport Plan for Kent (Kent County Council, 2017) sets out a 15-year transport delivery plan for the county. Ashford has been identified as an area for significant growth in housing and employment and contains one of the UK's four Growth Areas. $PM_{2.5}$ is one of the main pollutants associated with road traffic emissions; reducing transport emissions within the borough is therefore of key importance. The Local Transport Plan proposes a number of strategies to improve transport within Ashford, including improvements to local bus and rail services and district and borough cycling strategies.

Planning is also important for reducing future concentrations of $PM_{2.5}$ and Ashford Borough Council is focussed through its planning policy on preventing concentrations being inadvertently increased. Policy ENV12 within the Local Plan states that:

"All major development proposals should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality.

Development should be located where it is accessible to support the use of public transport, walking and cycling.

Development proposals that might lead to a significant deterioration in air quality or national air quality objectives being exceeded, either by itself, or in combination with other committed development, will require the submission of an Air Quality Assessment to be carried out in accordance with the relevant guidance"

Developments should respect the environmental limits and protect air quality standards.

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Ashford Borough Council does not undertake automatic monitoring.

3.1.2 Non-Automatic Monitoring Sites

Ashford Borough Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 27 sites during 2023 including one triplicate site location. Table A.1 in Appendix A presents the details of the non-automatic sites.

Due to a high concentrations previously monitored at site AS51, four additional tubes were deployed in 2023 in this area (AS68, AS69, AS70 and AS71).

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

Table A.2 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2023 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

In 2023, NO_2 concentrations remained below the annual air quality objective of 40µg/m^3 at all locations. As concentrations were below 60µg/m^3 it is considered that the hourly mean objective of 200µg/m^3 was not exceeded at any locations. The highest concentration monitored was 32µg/m^3, at roadside site AS59, located on Romney Marsh Road.

Figure A.1 presents monitored concentration trends in the last five years. There has been a general decrease in concentrations in the last five years. Between 2022 and 2023, concentrations decreased at all locations except for AS59 where an increase of 3.8 µg/m^3 was observed.

Data capture was above 75% for all diffusion tubes and annualisation was therefore not required. In addition, no concentrations were found to be within 10% of the annual mean air quality objective, therefore distance correction was also not required.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
AS50	49 Hythe Road, Ashford TN24 8PG	Urban Centre	601707	142748	NO_2	No	0.0	5.7	No	2.0
AS51	Wellesley Road, Ashford TN24 8LH	Roadside	601247	142850	NO_2	No	0.6	3.9	No	2.0
AS52	49 Somerset Road, Ashford TN24 8EJ	Urban Centre	601211	142990	NO_2	No	0.0	5.4	No	2.0
AS53	Northgate House, 1-9 North Street, Ashford TN24 8JR	Urban Centre	601055	142972	NO_2	No	0.0	2.4	No	2.0
AS54	North Street, Ashford TN24 8EB	Roadside	601068	143048	NO_2	No	2.7	2.0	No	2.0
AS55	5 Maidstone Road, Ashford TN24 8UA	Urban Centre	600367	143225	NO_2	No	0.0	12.7	No	2.0
AS56	68 New Street, Ashford TN24 8TT	Urban Centre	600667	143016	NO_2	No	0.0	5.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
AS57	24 Bank Street, Ashford TN23 1BE	Urban Centre	600883	142694	NO_2	No	0.0	4.5	No	2.0
AS58	Trafalgar House, Elwick Road, Ashford TN23 1FA	Urban Centre	600865	142588	NO_2	No	0.0	18.7	No	2.0
AS59	Romney Marsh Road (opposite railway station)	Roadside	601096	142114	NO_2	No	3.0	3.2	No	2.0
AS60	Victoria Road (opposite Curious Brewery)	Roadside	600992	142182	NO_2	No	0.6	1.8	No	2.0
AS61	117 Station Road, Ashford TN23 1EY	Urban Centre	601150	142342	NO_2	No	0.0	10.8	No	2.0
AS68	East Hill Junction of Wellesley Road TN24 8PB	Roadside	601235	142772	NO_2	No	1.0	2.5	No	2.0
AS44	Dovecote House, 73 The Street, Willesborough, Ashford TN24 0NA	Urban Background	603800	141792	NO_2	No	0.0	22.2	No	2.0
AS49	Hythe Road, Willesborough TN24 0NB	Roadside	604005	141612	NO_2	No	4.3	2.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
	(opposite Tescos)									
AS69	Wellesley Road (Ashford Sch Side) opp Stour Heights, TN24 8FD	Roadside	601269	142923	NO_2	No	0.5	2.0	No	2.0
AS70	Wellesley Road, Stour Heights TN24 8FD	Urban Centre	601235	142897	NO_2	No	0.0	1.0	No	2.0
AS71	34 Wellesley Road (Old Tax Office, now flats) TN24 8EE	Roadside	601274	142977	NO_2	No	1.0	3.0	No	2.0
AS15, AS16, AS17	Bracken Hill, Lees Road, Willesborough TN24 0NW - Tube1	Other	603390	142075	NO_2	No	0.0	33.0	No	2.0
AS33	East Lodge, Chart Road, Ashford TN23 3DG	Other	599826	143084	NO_2	No	0.0	12.7	No	2.0
AS31	42 Newtown Green, Ashford TN24 0PE	Roadside	601840	141457	NO_2	No	0.0	3.8	No	2.0
AS64	282 Beaver Road, Ashford TN23 7SP	Urban Centre	600597	141385	NO_2	No	0.0	58.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
AS37	30 Kingsnorth Road, Ashford TN23 6HT	Urban Centre	600488	141277	NO_2	No	0.0	7.0	No	2.0
AS65	Maidstone Road, off Drovers Roundabout-nr Warren Lodge Nursing Home)	Roadside	600188	143619	NO_2	No	15.9	2.4	No	2.0
AS63	Brookfield Road (nr Matalan)	Roadside	599263	142471	NO_2	No	5.8	5.9	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
AS50	601707	142748	Urban Centre	100.0	100.0	23.4	19.8	21.4	21.3	18.6
AS51	601247	142850	Roadside	90.4	90.4	-	31.0	37.7	36.8	30.1
AS52	601211	142990	Urban Centre	92.3	92.3	34.7	22.8	26.3	27.5	25.5
AS53	601055	142972	Urban Centre	90.4	90.4	33.3	23.7	24.3	25.2	21.4
AS54	601068	143048	Roadside	92.3	92.3	30.1	21.0	21.6	22.4	17.0
AS55	600367	143225	Urban Centre	100.0	100.0	23.7	16.4	17.0	18.2	15.4
AS56	600667	143016	Urban Centre	100.0	100.0	22.4	17.0	18.7	19.2	16.9
AS57	600883	142694	Urban Centre	100.0	100.0	28.8	21.5	24.3	23.8	20.1
AS58	600865	142588	Urban Centre	92.3	92.3	26.8	22.1	23.8	19.8	17.6
AS59	601096	142114	Roadside	75.0	75.0	25.1	25.3	33.3	28.2	32.0
AS60	600992	142182	Roadside	75.0	75.0	29.4	23.7	26.0	32.9	23.5
AS61	601150	142342	Urban Centre	100.0	100.0	31.1	22.7	24.1	24.8	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 2023 (%) [2]	2019	2020	2021	2022	2023
AS68	601235	142772	Roadside	92.3	92.3	-	-	-	-	18.6
AS44	603800	141792	Urban Background	100.0	100.0	18.9	14.3	15.0	14.0	11.8
AS49	604005	141612	Roadside	100.0	100.0	37.1	26.9	26.7	23.5	21.3
AS69	601269	142923	Roadside	92.3	92.3	-	-	-	-	27.7
AS70	601235	142897	Urban Centre	75.0	75.0	-	-	-	-	15.8
AS71	601274	142977	Roadside	100.0	100.0	-	-	-	-	17.8
AS15, AS16, AS17	603390	142075	Other	100.0	100.0	27.7	22.2	20.7	21.4	19.2
AS33	599826	143084	Other	100.0	100.0	18.4	16.0	15.5	16.6	15.0
AS31	601840	141457	Roadside	100.0	100.0	19.6	16.1	16.8	17.5	16.1
AS64	600597	141385	Urban Centre	100.0	100.0	21.2	17.2	19.1	19.1	16.2
AS37	600488	141277	Urban Centre	100.0	100.0	25.1	19.2	20.7	22.0	18.5
AS65	600188	143619	Roadside	100.0	100.0	-	-	24.2	27.7	22.1
AS63	599263	142471	Roadside	90.4	90.4	29.1	22.5	23.6	25.1	21.1

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

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

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

Notes:

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

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

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

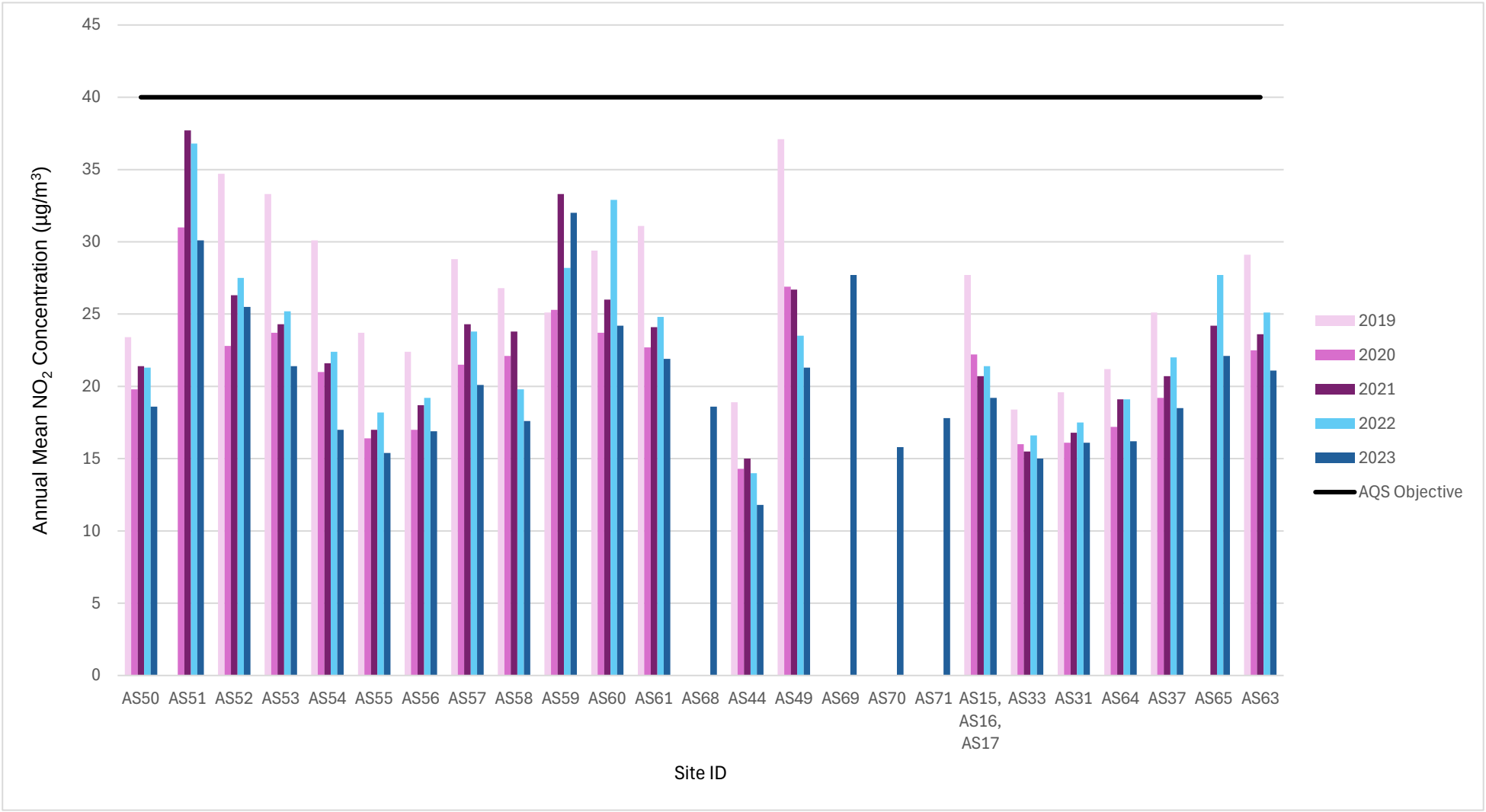
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations



Appendix B: Full Monthly Diffusion Tube Results for 2023

Table B.1 – NO_2 2023 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.77)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
AS50	601707	142748	29.7	30.7	21.3	26.4	26.2	26.5	13.8	21.7	27.5	24.0	24.3	17.4	24.1	18.6	-	
AS51	601247	142850	48.1	49.8	42.8	49.6	34.9	39.8	27.6		47.0	38.7	31.9	20.3	39.1	30.1	-	
AS52	601211	142990	37.5	38.5	28.1	35.2	29.1	28.5	21.9	29.0	37.6	37.1	41.9		33.1	25.5	-	
AS53	601055	142972	35.1	36.5	25.5	28.8	19.3	22.3	24.0		35.0	36.1	21.8	21.9	27.8	21.4	-	
AS54	601068	143048	31.8		24.0	23.3	13.4	20.8	18.3	22.6	32.4	27.6	7.8	21.1	22.1	17.0	-	
AS55	600367	143225	20.4	27.3	19.0	21.0	14.1	14.8	16.9	17.5	23.6	22.9	25.5	17.4	20.0	15.4	-	
AS56	600667	143016	25.3	28.3	18.7	36.7	16.5	18.7	13.9	17.6	25.0	23.7	21.9	16.3	21.9	16.9	-	
AS57	600883	142694	30.8	36.7	25.0	20.4	22.4	23.7	22.7	24.2	28.7	26.6	29.4	22.9	26.1	20.1	-	
AS58	600865	142588	27.4	32.8	19.4	27.8	13.8	22.4	15.8	22.0	26.4	22.8	21.2		22.9	17.6	-	
AS59	601096	142114	33.6		45.6	42.2	35.7	45.3		37.1	47.7	50.8		36.5	41.6	32.0	-	
AS60	600992	142182	56.4			30.8		20.4	19.2	25.6	38.0	32.3	30.7	21.5	31.5	23.5	-	
AS61	601150	142342	32.4	36.2	29.6	22.5	20.0	26.0	24.0	28.0	35.7	34.6	27.8	24.0	28.4	21.9	-	
AS68	601235	142772	32.3	36.9	29.7	25.0	18.6	17.0	14.0	21.8		24.5	26.0	19.7	24.1	18.6	-	
AS44	603800	141792	21.9	20.4	16.1	14.7	10.5	12.2	12.2	13.6	18.1	18.6	14.0	11.8	15.3	11.8	-	
AS49	604005	141612	34.7	36.2	18.7	28.2	17.2	20.4	26.3	27.9	31.5	33.5	28.1	29.4	27.7	21.3	-	
AS69	601269	142923	43.3	47.8	39.7	43.1	32.0	29.4		39.2	47.0	36.7	7.3	29.8	35.9	27.7	-	

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 (0.77)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
AS70	601235	142897			21.1	15.6	17.8	16.5		19.3	24.3	22.6	27.2	19.9	20.5	15.8	-	
AS71	601274	142977	31.2	32.2	14.5	24.2	15.9	17.7	19.2	21.7	25.5	28.6	26.2	21.1	23.2	17.8	-	
AS15	603390	142075	18.9	30.3	27.8	23.3	17.7	17.4	24.5	25.9	30.0	32.2	25.1	24.2	-	-	-	Triplicate Site with AS15, AS16 and AS17 - Annual data provided for AS17 only
AS16	603390	142075	31.8	31.4		21.4	17.2	14.6	21.8	25.2	30.4	31.3	25.8	28.2	-	-	-	Triplicate Site with AS15, AS16 and AS17 - Annual data provided for AS17 only
AS17	603390	142075	30.4	30.2	24.5	21.5	15.9	17.0	28.0	27.3	28.1	28.7	20.2	23.8	24.9	19.2	-	Triplicate Site with AS15, AS16 and AS17 - Annual data provided for AS17 only
AS33	599826	143084	31.1	25.1	18.8	17.2	13.0	15.5	15.8	16.4	24.6	23.1	15.4	18.0	19.5	15.0	-	
AS31	601840	141457	31.5	32.0	19.5	21.3	14.8	16.5	15.8	15.8	22.4	23.2	17.9	20.0	20.9	16.1	-	
AS64	600597	141385	29.3	31.0	22.2	24.3	18.9	16.1	12.4	18.1	26.3	24.7	17.8	11.8	21.1	16.2	-	
AS37	600488	141277	23.9	27.1	23.3	26.2	19.5	20.5	18.3	20.2	33.3	29.7	26.3	19.6	24.0	18.5	-	
AS65	600188	143619	36.3	36.0	29.9	24.8	27.7	24.7	20.3	25.6	37.0	32.9	35.0	14.3	28.7	22.1	-	
AS63	599263	142471	35.7	34.6		24.3	19.3	21.8	23.1	23.8	32.2	33.1	26.2	26.7	27.3	21.1	-	

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

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

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

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

☒ **Ashford Borough Council confirm that all 2023 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Ashford Borough Council During 2023

A list of major development sites within the Borough that are currently under construction is set out below.

In addition to this list, there are a number of other sites where development is either approved but not commenced, resolved to be granted subject to completion of a legal agreement, subject to a current planning application or where the submission of a planning application is imminent. A number of other planning applications have not progressed to consent due to outstanding nutrient neutrality issues relating to the impact of the development on the nationally and internationally designated wildlife habitat at Stodmarsh lakes, east of Canterbury.

Chilmington Green – A development of up to 5,750 new homes and associated infrastructure including a district centre, two local centres, five schools and new parkland is now at an occupation level of 310 homes and is continuing to be built out.

Land north-east of Willesborough Road, Kennington – Planning permission was granted in 2022 for a mixed use development including up to 725 homes across the majority of this site. The first phase of this development is being built out now by Redrow, with the first occupations expected this year.

Conningbrook Lakes – Planning permission was granted in 2014 for a mixed-use development including 300 homes, a country park and leisure facilities. This development is approaching completion.

Former Powergen Site, Victoria Road - A development of 674 dwellings over five phases with ancillary A1/A3 uses has commenced. Three of the phases are now occupied, and work on the remaining two phases is continuing.

Park Farm South East – Planning permission was granted in 2019 for 353 dwellings. This development is approaching completion.

Waterbrook Park – Planning permission has been granted (including outline and detailed elements) for a mixed-use development including up to 400 homes, a relocation and

significant expansion of the existing lorry park and new business and retail floorspace. The new lorry park and associated facilities are complete, as are small and medium-size enterprise commercial uses on Arrowhead Road.

Inland Border Facility, Sevington - The Department for Transport purchased the site which, pursuant to a Special Development Order, has been developed as an Inland Border Facility. This facility was operational from January 2021.

Formertown Works, Newtown Road – Planning permission was granted for a mixed-use development including housing, a hotel and film studios in 2020. The development has commenced on site.

Former Klondyke Works, Newtown Road – Planning permission was granted for 93 dwellings in 2018 and this development is approaching completion.

Land north of St. Mary's Close, Hamstreet – Outline planning permission was granted in 2020 for up to 80 homes and a 60-bed care home. This development is under construction.

Biomass Installations

Table C.1 – Biomass Installations Information

Information	Kitchen Generator Ltd	Piper Joinery Ltd
Name	Units 3 and 4, Brunswick Road Cobbs Wood Industrial Estate Ashford TN23 1EL	Fraser House Henwood Ind Estate Henwood Ashford TN24 8DT
Address	599688 142728	601724 143207
Grid references	existing	existing
New/existing process?	Wood burning biomass boiler	Wood burning biomass boiler
Process Type	PM NOx	PM NOx
Pollutants of concern	Grade 2 including wood and MDF	Grade 2 including wood and MDF
Fuel type	11m	11.2m
Stack height (m)	0.25m	0.4m
Stack diameter (m)	n/a	n/a
Dimensions of TALLEST buildings with 5 times the	MWE300 biomass boiler	MWE300 biomass boiler

Information	Kitchen Generator Ltd	Piper Joinery Ltd
stack height above ground (m)		
Description of the combustion appliances	10/12/2021	07/09/2021
Date of latest emissions monitoring (if undertaken)	PM - MFC fuel 26.4 g/GJ WoodChip fuel 24.3 Nox - MFCFuel 82.3 g/GJ Woodchip fuel 60.1g/GJ	PM - MFC fuel 26.4 g/GJ WoodChip fuel 24.3 Nox - MFCFuel 82.3 g/GJ Woodchip fuel 60.1g/GJ
Maximum emission rates (g/sec) of NOx and PM10	300m	300m
Distance to relevant exposure	none	none
Complaints history	none	none
Any changes planned?	-	-

Additional Air Quality Works Undertaken by Ashford Borough Council During 2023

Ashford Borough Council has not completed any additional works within the reporting year of 2023.

QA/QC of Diffusion Tube Monitoring

Diffusion Tube Annualisation

Nitrogen dioxide analysis procedures are compliant with the Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance for users and laboratories (February 2008). The diffusion tubes are supplied and analysed by Socotec UK (formerly known as ESG Didcot) utilising the 50% Triethanolamine (TEA) in acetone preparation method.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2024 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube

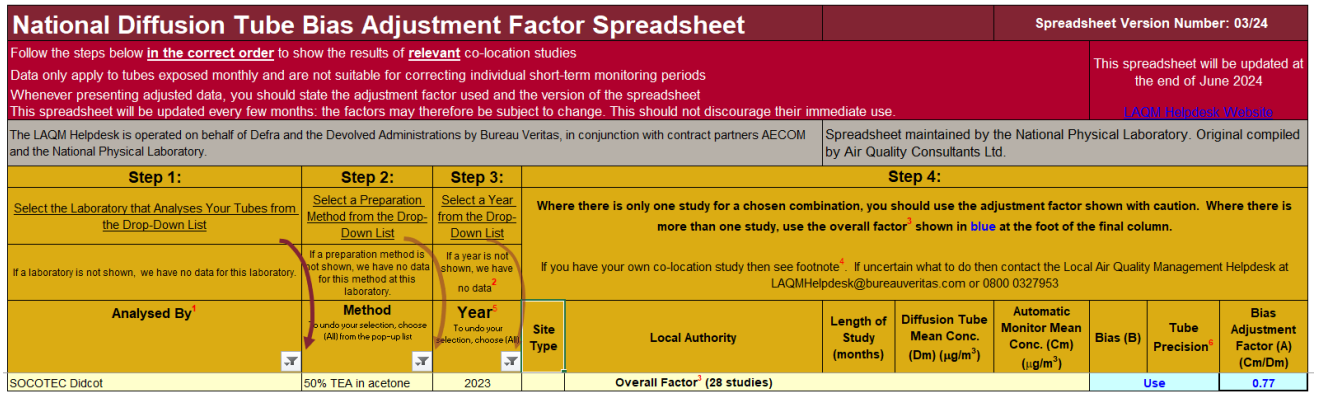
monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_X/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Ashford Borough Council have applied a national bias adjustment factor of 0.77 to the 2023 monitoring data. As the Council does not undertake automatic monitoring, no local bias adjustment factor are calculated.

A summary of bias adjustment factors used by Ashford Borough Council over the past five years is presented in Table C.2. A screenshot of the National Diffusion Tubes Bias Factor Spreadsheet is also provided below.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/21	0.78
2020	National	09/20	0.77
2019	National	06/19	0.75



National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/24

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

This spreadsheet will be updated at the end of June 2024
LAQM Helpdesk Website

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

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

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List. If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List. If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List. If a year is not shown, we have no data[2].

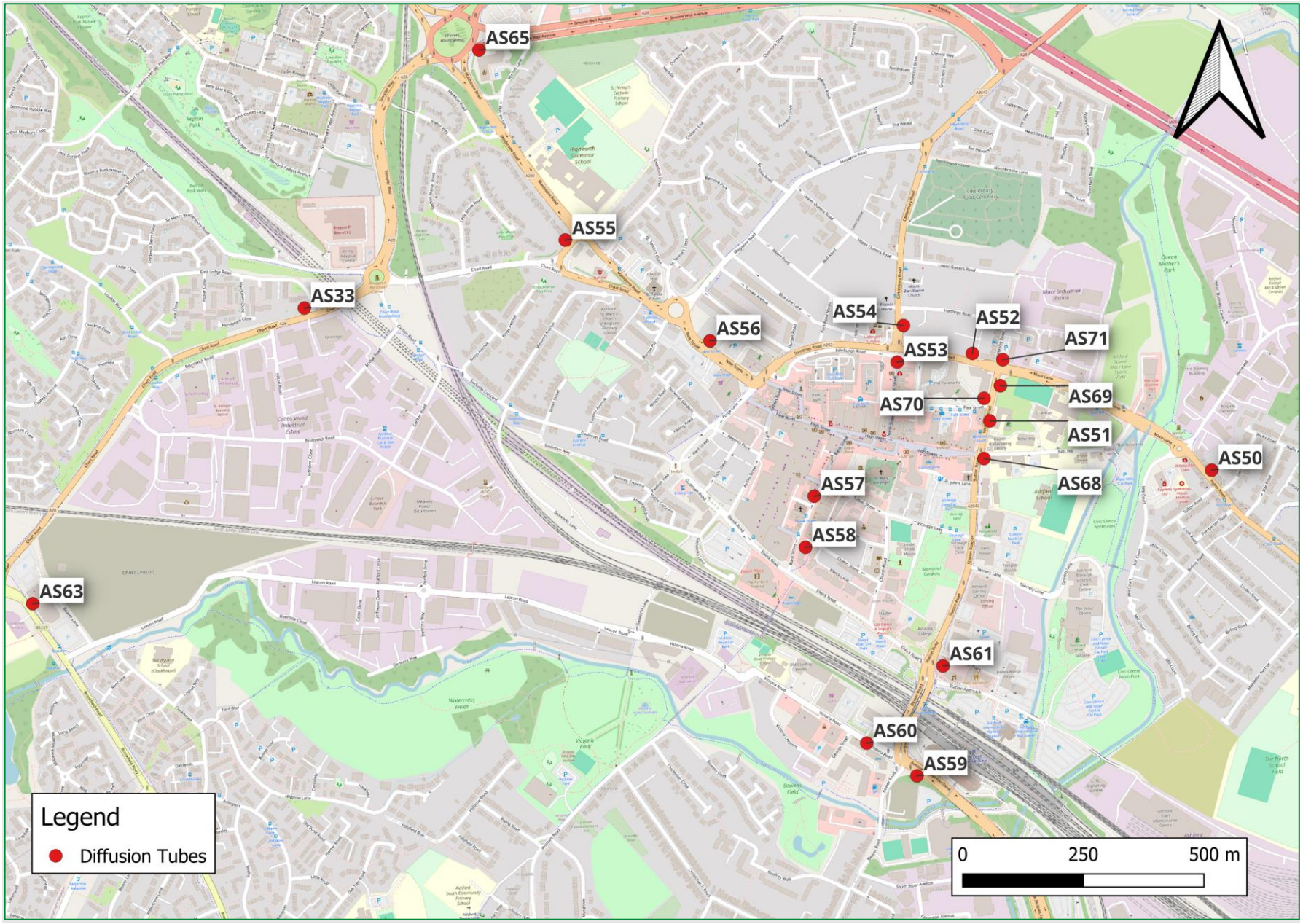
Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

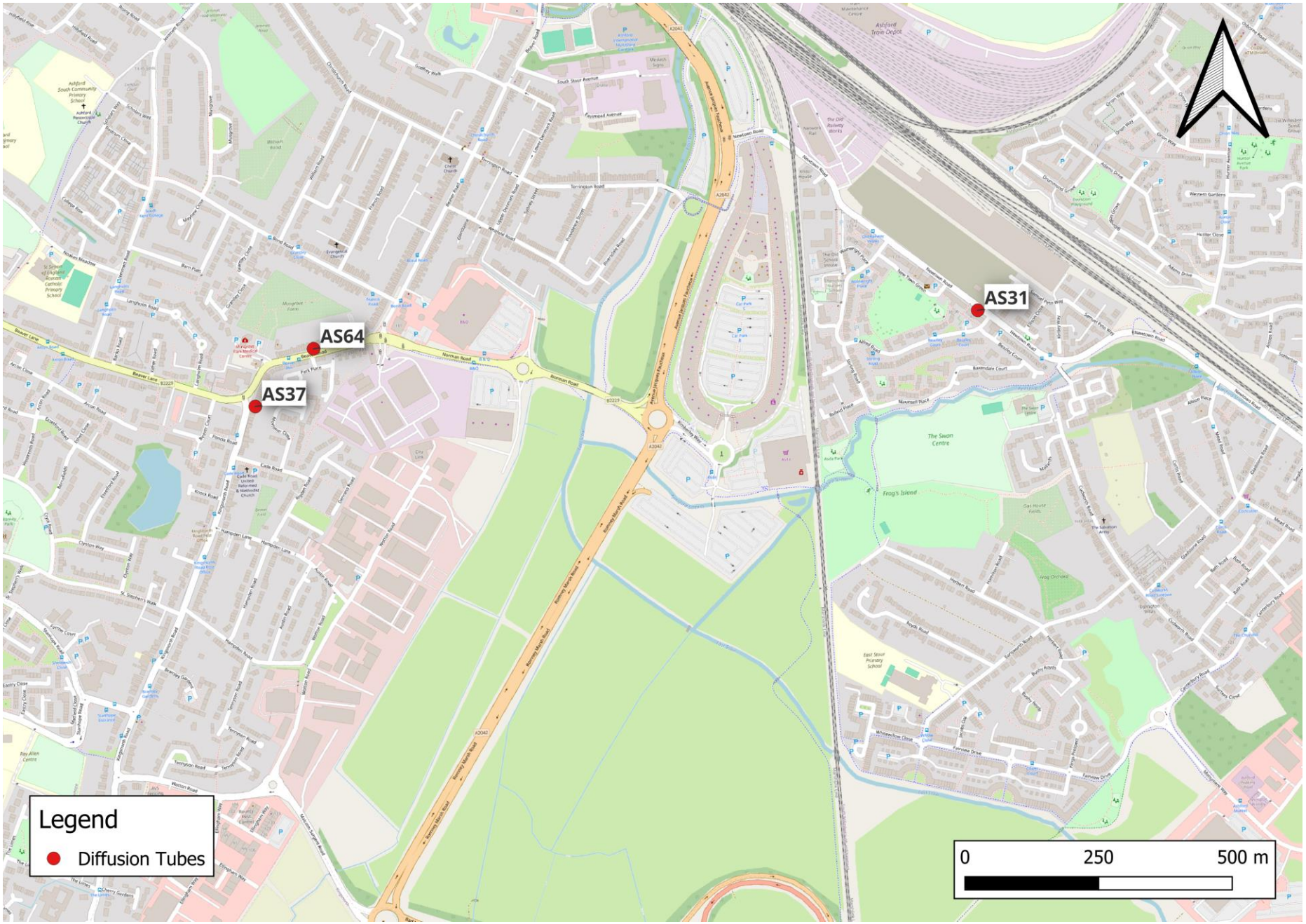
If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

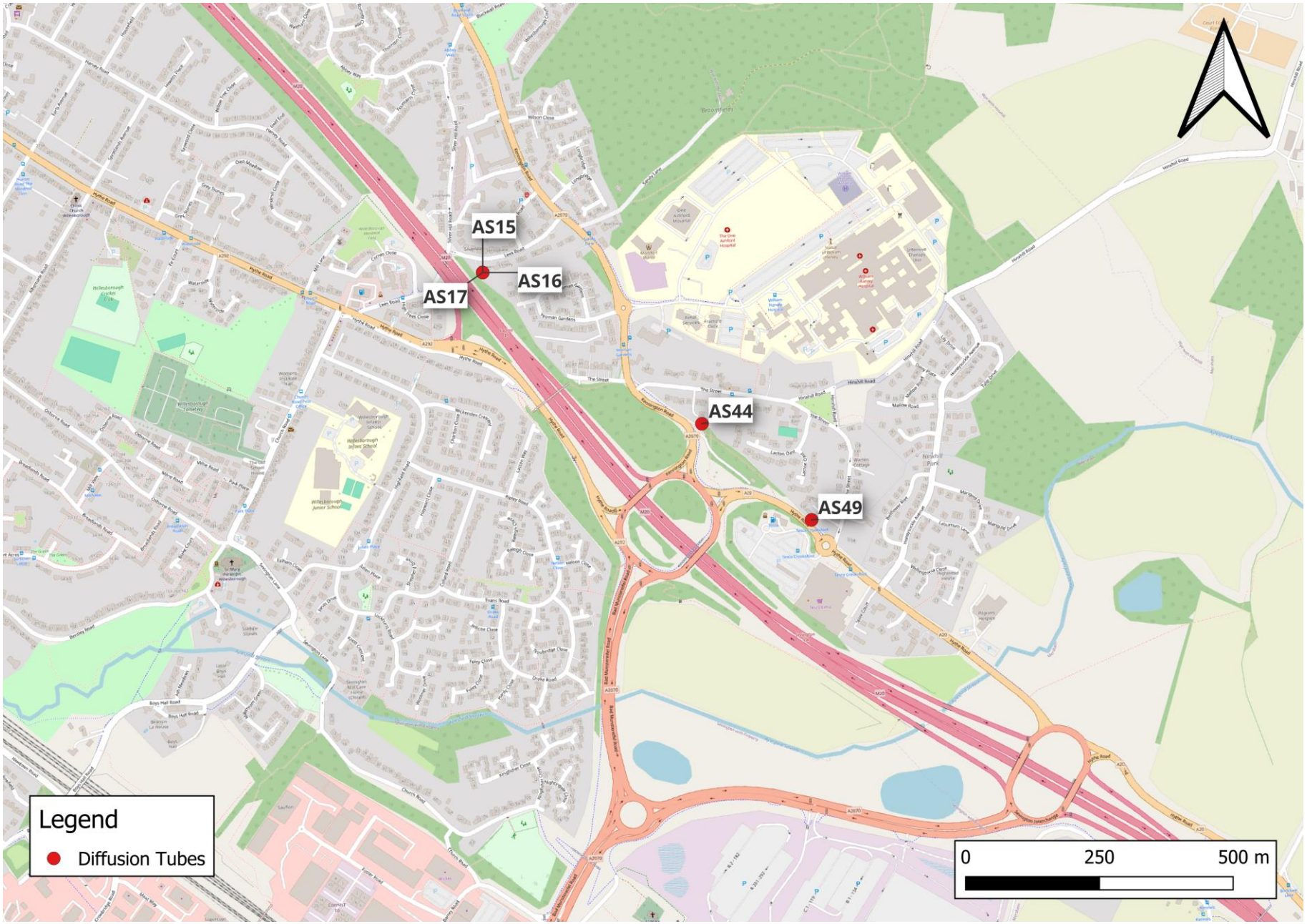
Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[2] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[4]	Bias Adjustment Factor (A) (Cm/Dm)
SOCOTEC Didcot	50% TEA in acetone	2023		Overall Factor[3] (28 studies)				Use		0.77

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

Figure D.1 – Map of Non-Automatic Monitoring Sites (North, South, East)


AS65
AS55
AS33
AS56
AS54
AS52
AS71
AS53
AS69
AS70
AS51
AS50
AS68
AS57
AS58
AS63
AS61
AS60
AS59
Legend
Diffusion Tubes
0
250
500 m


AS31
AS64
AS37
Legend
Diffusion Tubes
0
250
500 m


AS15
AS16
AS17
AS44
AS49
Legend
Diffusion Tubes
0
250
500 m

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[8]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

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

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

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