



Babergh and Mid Suffolk District Councils

Air Quality Annual Status Report 2026

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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 Bureau Veritas UK Ltd on behalf of the Environmental Protection team at Babergh and Mid Suffolk District Councils (BMSDC) with the support and agreement of the following officers and departments:

- Operations and Climate Change, BMSDC
- Communications, BMSDC
- Waste Services, BMSDC
- Public Health and Communities, Suffolk County Council
- Growth, Highways and Infrastructure, Suffolk County Council

This ASR has been approved by:

- Mark Emms, Director – Operations, BMSDC
- Stuart Keeble, Director of Public Health, Suffolk County Council

This ASR has been signed off by a Director of Public Health.

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Executive Summary: Air Quality in Our Area

Air Quality in Babergh and Mid Suffolk District Councils

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

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

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

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

Babergh and Mid Suffolk are two local government districts located within the county of Suffolk.

Babergh District is predominantly a rural area, characterised by its picturesque countryside and quaint villages. The largest town in the district is Sudbury. Other notable settlements within Babergh include Hadleigh, Lavenham, and Long Melford.

Mid Suffolk District is also predominantly rural but with a more diverse landscape. The district is home to several market towns, such as Stowmarket, Needham Market, and Eye. Mid Suffolk is particularly known for its agricultural industry, with a significant portion of the land dedicated to arable farming and livestock production.

Air quality in Babergh and Mid Suffolk District Councils is generally good. There are currently no Air Quality Management Areas (AQMAs) in the district. From 2008 to 2026, an AQMA was in place in the area surrounding Cross Street in Sudbury, but it has since been revoked following continued compliance with the nitrogen dioxide (NO₂) Air Quality Strategy Objectives (AQSO) since 2020.

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.

In 2019, Babergh and Mid Suffolk District Councils declared a climate emergency and made a commitment to investigate ways in which they could reduce their own greenhouse gas emissions, as well as support Suffolk County Council's commitment to become carbon neutral by 2030. The Carbon Management Plan¹ and associated Action Plan present the Councils' priorities and measures aimed at reducing carbon emissions up to 2030. Many planned carbon reduction measures such as those listed below will co-benefit air quality.

Babergh and Mid Suffolk District Councils have taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Key completed measures are:

- Four Electric Vehicle Car Clubs have launched in various towns within Babergh and Mid Suffolk: Hadleigh, Stowmarket, Needham Market and Sudbury.
- Nine schools within the area have achieved Modeshift STARS accreditation.

In 2025 and 2026, Babergh and Mid Suffolk District Councils have been developing a local Air Quality Strategy. The strategy is to be published in line with guidance from LAQM PG.22. The objectives of the strategy are expected to comprise:

¹ Babergh and Mid Suffolk District Councils. Carbon Reduction Management Plan. Available at: <https://www.midsuffolk.gov.uk/combating-climate-change>

- Continue to promote behaviours which will reduce air pollutant concentrations and reduce their contributions to potential risks for health and wellbeing.
- Highlight existing policies and strategies which encourage behaviour changes, sustainable development and opportunities for cleaner travel.
- Continue to work with regional and central government on policies and issues beyond Babergh and Mid Suffolk District Councils' direct influence to improve air quality.

This will be achieved through four key priority areas:

1. Transport
2. Police guidance and strategy
3. Public information campaigns
4. Air quality monitoring

Conclusions and Priorities

This Annual Status Report confirms that air quality within Babergh and Mid Suffolk District Councils is generally good and continues to meet relevant Air Quality Objectives.

In 2025, NO₂ concentrations remained below the annual Air Quality Objective of 40µg/m³. As measured concentrations at all sites were below 60µg/m³ it is considered that the hourly mean objective of 200µg/m³ was not likely to be exceeded at any location. Measured concentrations at all but one site have seen steady decreases when compared with those recorded in 2021. The highest recorded concentration was 29.3µg/m³ at BDC 3. This is a roadside site, located on Cross Street in Sudbury and is representative of relevant exposure. This site exists within the area that was covered by the recently revoked Sudbury AQMA and previously recorded concentrations close to and above the Air Quality Objective, the most recent measured exceedance being in 2014. Since the removal of two sets of on-street parking bays on the road in 2020, measured concentrations at this site have been well below this objective.

Babergh and Mid Suffolk District Councils have also been working on a local Air Quality Strategy following the revocation of the Sudbury AQMA. A priority of 2026 is to have this approved and published. Babergh and Mid Suffolk District Councils also plan to prioritise the following in 2026:

- Monitor air quality across the districts to enhance our ability to deliver timely, accurate information to the public.

- Encourage the use of electric vehicles by providing public charging points.
- Identify safe infrastructure improvement through the Local Cycling and Walking Infrastructure Plan.

How to get Involved

As an individual there are many actions that you can take to improve the air quality and reduce air pollution. This will improve the quality of life for everyone, including you and your family. Below are a few suggestions of how to get involved:

- Use your car less. Try to walk, cycle, and use the bus or train wherever possible. Conventionally fuelled cars are particularly polluting over short journeys, so aim to cut these out first.
- Reduce emissions from your car by ensuring it is regularly serviced and well maintained, you only carry the weight you need, and you drive in a gentle, steady manner. Don't idle your vehicle's engine when stationary.
- Consider purchasing an electric vehicle; the costs are always reducing, and the technology and infrastructure are making this technology more practical for more people.
- When buying a traditional fuel vehicle consider the most fuel-efficient petrol vehicle and use cleaner alternative fuels where possible.
- Encourage your employer, school, or college to set up a Green Travel Plan.
- Car share, to reduce emissions and save money. This could be with friends, colleagues or through a car sharing scheme. See the Suffolk Car Share website for further details.
- Avoid having bonfires, try to compost instead.
- Avoid burning solid fuel. If you do choose to burn solid fuel, ensure the appliance is well maintained and that you only burn the cleanest fuels such as well seasoned wood approved under the 'Ready to Burn' scheme. See the [Ready to Burn website](#) for more information.

For further information about how you can get involved, please see:

[Air Quality – Babergh District Council](#)

[Air Quality – Mid Suffolk District Council](#)

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1 Local Air Quality Management

This report provides an overview of air quality in Babergh and Mid Suffolk 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 Babergh and Mid Suffolk District Councils 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.

Babergh and Mid Suffolk currently do not have any declared AQMAs. Babergh District Council revoked the Sudbury AQMA (an area encompassing part of Cross Street) on 3rd March 2026 following continued compliance with the nitrogen dioxide (NO₂) Air Quality Strategy Objectives (AQSO) since 2020.

A local Air Quality Strategy is currently under development to prevent and reduce polluting activities. The local Air Quality Strategy is pending Cabinet approval and will be published in due course.

2.2 Progress and Impact of Measures to address Air Quality in Babergh and Mid Suffolk

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

1. *The Councils have considered the comments made during previous appraisals. This is commended and the Councils are encouraged to continue this approach for ASRs.* – This has been carried forward to the 2026 ASR.
2. *The Councils are planning to take steps to revoke the Cross Street, Sudbury AQMA in 2025 following 5 consecutive years of compliance. This is welcomed.* – The Cross Street, Sudbury AQMA was revoked on 3rd March 2026.
3. *Extensive Trend graphs have been provided for all monitoring data, which is commended.* – This has been carried forward to the 2026 ASR.
4. *The Councils have good mapping of all monitoring locations within the district and included AQMA boundaries, which is commended.* – This has been carried forward to the 2026 ASR.

5. *The national database was used to calculate bias in their monitoring data. The newest version of the database (06/25) should be used when performing these calculations. Ensure that this is checked before calculating the bias adjustment factor as highlighted in previous appraisal comments.* – The most up-to-date bias adjustment factor has been used at the time of submission.
6. *The Councils are recommended to continue to review their current monitoring regime, specifically the addition of several new non-automatic monitoring sites (diffusion tubes) across the region. MSDC currently only has 2 monitoring sites compared to 13 within BDC. This is important as additional sites will help to identify whether there are other key areas of relevant exposure where there may be exceedances and the appropriate measures can be adopted accordingly.* – Three duplicate diffusion tube monitoring sites have been commissioned in MSDC as of January 2026. Results from these sites will be included in Babergh and Mid Suffolk District Council's 2027 ASR.
7. *The Councils have included a Glossary of Terms, which is welcomed. However, several terms are missing from this section. For example, on page ix, the term STARS has not been included in the glossary. The Councils are highly encouraged to amend all further instances in future submissions.* – All terms are included in the glossary in the 2026 ASR.

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

More detail on these measures can be found in [Table 2.1](#). Key completed measures are:

- Four Electric Vehicle Car Clubs have launched in various towns within Babergh and Mid Suffolk: Hadleigh, Stowmarket, Needham Market and Sudbury.
- Nine schools within the area have achieved Modeshift STARS accreditation.²

² <https://thewaytogosuffolk.org.uk/children/modeshift-stars/>

Babergh and Mid Suffolk expects the following measures to be completed over the course of the next reporting year:

- Publication of a local Air Quality Strategy for the Babergh and Mid Suffolk districts and begin implementation of the identified strategies.
- Expansion of the Councils' NO₂ diffusion tube monitoring programme to increase the number of sites. This will provide a wider geographic coverage of data.

Babergh and Mid Suffolk District Councils' priorities for the coming year are:

- Monitor air quality across the districts to enhance our ability to deliver timely, accurate information to the public.
- Encourage the use of electric vehicles by providing public charging points.
- Identify safe infrastructure improvement through the Local Cycling and Walking Infrastructure Plan.

Babergh and Mid Suffolk District Councils worked to implement these measures in partnership with the following stakeholders during 2025:

- Suffolk County Council
- Suffolk Climate Change Partnership
- Suffolk District and Borough Councils
- Environment Agency
- Groundwork Suffolk
- University of Suffolk
- Greater Anglia
- Cambridge and Peterborough Combined Authority
- Cambridgeshire County Council
- Cambridge City Council
- UK Health Security Agency
- NHS
- Suffolk Sustainability Institute
- Local community action groups

The principal challenges and barriers to implementation that Babergh and Mid Suffolk District Councils anticipate facing are:

- Resource limitations with partner organisations.
- Funding for projects and personnel to undertake actions.

- Officer time for implementation of measures.

Babergh and Mid Suffolk District Councils anticipate that the measures stated above and in Table 2.1 will ensure compliance is maintained in the area.

Progress on the following measures has been slower than expected:

- Encourage the use of electric vehicles by providing public charging points - EV charger installation has slowed due to limited grid capacity out of main town centres is an inhibitor to rapid charging.

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Monitor air quality across the districts to enhance our ability to deliver timely, accurate information to the public	Public information	Other	2014	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	< £10k	Implementation	Informative measure	Measured concentration of Nitrogen dioxide. Monitoring in line with Department for Environment, Food and Rural Affairs' calendar	Diffusion tube monitoring is continuing until at least the end of 2026	
2	Encourage the use of electric vehicles by providing public charging points	Promoting low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, Electric Vehicle recharging, Gas fuel recharging	2022	Ongoing	Babergh and Mid Suffolk District Councils Suffolk County Council Suffolk Climate Change Partnership (includes all Suffolk local authorities)	Babergh and Mid Suffolk District Councils Suffolk County Council Office for Zero Emission Vehicles	Funded	£1 million - £10 million	Implementation	Reduced vehicle emissions as encourages use of Electric Vehicles	Number of points installed and their use	64 Electric Vehicle charging points installed in Babergh-Mid Suffolk owned car parks, 2023-24. Work with Suffolk County Council's Plug In Suffolk programme to expand EV charging infrastructure, including installing charge points on council-owned land and in housing areas, and supporting the EV car club by identifying suitable locations in council car parks and community spaces. Suffolk County Council is the first English local authority to successfully award a contract under the Local Electric Vehicle Charging 'Capital' funding allocation. It will secure over 6,500 new public charge points; mostly 'on street'. Public consultation completed to identify suitable locations. Second contract in preparation for 900 charge points on streets within Suffolk's conservation areas.	Poor grid capacity out of main town centres is an inhibitor to rapid charging
3	Identify safe infrastructure improvement through the Local Cycling and Walking Infrastructure Plan	Transport planning and infrastructure	Cycle network	2021	Ongoing (10-year plan)	Babergh and Mid Suffolk District Councils Suffolk County Council	Babergh and Mid Suffolk District Councils Suffolk County Council	Partially funded	Not quantifiable	Implementation	Encourage cycling and walking and Modal Shift	Number of schemes in place	12 schemes in Babergh and 22 schemes in Mid Suffolk secured funding in 2024 Follow the link for detailed progress reports on individual schemes	
4	Encourage active travel through progress of the Vision for Sustainable Travel strategy	Promoting travel alternatives	Intensive active travel campaign and infrastructure	2021	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Partially funded	Not quantifiable	Implementation	Encourage cycling and walking	Increase in the frequency of active travel and people walking or cycling to work, year on year	Reported at: Sustainable travel – Babergh and Mid Suffolk	

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
5	Improve access to public transport through progress of the Vision for Sustainable Travel strategy	Promoting travel alternatives	Other	2021	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Partially funded	Not quantifiable	Implementation	Facilitate public transport to reduce car journeys	Increase in the frequency of public transport journeys (buses and coach)	Reported at: Sustainable travel – Babergh and Mid Suffolk	
6	Allocation of Community Infrastructure Levy funding for cycling and walking infrastructure	Transport planning and infrastructure	Cycle network Other	2022	Ongoing	Mid Suffolk District Council	Mid Suffolk District Council	Funded	£1 million - £10 million	Implementation	Encourage cycling and walking and Modal Shift	Number of schemes in place	14 cycling and walking infrastructure projects funded. £3 million committed to connecting Woolpit and Elmswell by new footpath and cycle way	
7	Reducing Council staff and fleet transport emissions as part of the Councils' Carbon Reduction Management Plan	Promoting travel alternatives	Workplace travel planning	2020 Reviewed in 2024	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£10k - £50k	Implementation	Reduced vehicle emissions	Reduction in staff business emissions Uptake of salary sacrifice scheme Number of staff car sharing Changes of modes of staff travel (staff surveys)	Electric Vehicle car lease and cycle to work salary sacrifice schemes implemented Free charging for staff with electric vehicles Car sharing scheme promoted Promotion of 'Co Wheels' EV pool cars Support Cycle to Work Day	View the full Carbon Reduction Action Plan
8	Suffolk Climate Emergency Plan	Policy guidance and development control	Other	2019	Ongoing	Suffolk Climate Change Partnership (includes all Suffolk local authorities), Environment Agency, Groundwork Suffolk, University of Suffolk	Babergh and Mid Suffolk District Councils, Suffolk Climate Change Partnership	Partially funded	£1m - £10m	Implementation	Reduced emissions from a range of sources, carbon reduction has an air quality co-benefit	Suffolk Climate Emergency Dashboard	Suffolk Climate Emergency Dashboard Suffolk Climate Emergency Plan – Progress Overview	
9	Babergh-Mid Suffolk Biodiversity Action Plan. Measures to enhance existing habitats and to increase the area, diversity and number of habitats to provide more opportunity for nature recovery.	Policy guidance and development control	Other	2026	2030	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils and external funding streams	Partially funded	£100k - £500k	Implementation	Capturing and absorbing pollutants and acting as a barrier to the spread of pollutants (not quantified). Raise awareness of the impact to biodiversity from emissions of ammonia and atmospheric nitrogen.	Suite of KPIs within the Biodiversity Action Plan	Plan adopted February 2026	
10	Councils' refuse fleet run on Hydrotreated Vegetable Oil fuel	Promoting low emission transport	Company vehicle procurement - prioritising uptake of low emission vehicles	2021	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£50k - £100k p.a.	Implementation	Nitrogen oxides reduced by up to 30%. Particulate matter reduced by up to 86%.	Emissions from vehicles – reduced compared to older diesel fuelled vehicles	New more efficient vehicles commenced operation in 2023	
11	Purchase of two electric food waste collection vehicles	Promoting low emission transport	Public vehicle procurement - prioritising uptake of low emission vehicles	2024	2025	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£500k - £1m	Implementation	Reduced vehicle emissions	Emissions from vehicles reduced compared to existing diesel fleet	Food waste collections commence June 2026	

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
12	Subsidised e-bike rental schemes	Transport planning and infrastructure	Public cycle hire scheme	2024	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£10k - 50k	Implementation	Reduced emissions of Nitrogen dioxide and particulate matter	Reduced emissions due to increase in cycling	3 schemes implemented in Sudbury, Lavenham and Needham Market, making it affordable for residents and visitors to hire an e-bike, to undertake local journeys and tourist trails without using a car, and enabling people to try/test-ride e-bikes	
13	Work with Suffolk County Council to ensure that Air Quality is appropriately considered within the Local Transport Plan 4 measures	Policy guidance and development control	Regional groups co-ordinating programmes to develop area-wide strategies to reduce emission and improve air quality	2023	2025	Babergh and Mid Suffolk District Councils Suffolk County Council	Babergh and Mid Suffolk District Councils Suffolk County Council	Funded	£10k - 50k	Completed	Reduced vehicle emissions as alternatives are encouraged	Local Transport Plan 4 adopted; modes of transport used; travel options available. Revocation of Air Quality Management Areas.	Contributed to the development of the Plan through consultation processes. The <u>Local Transport Plan 2025 – 2040</u> was published in February 2025. Part 1 of the plan highlights the Council's long-term ambitions for the transport network. Part 2 is the implementation plan indicating how the Council will address the issues identified within the longer-term transport strategy. Plan focuses on decarbonising transport with associated benefits for Air Quality. Plan contains a dedicated section on Air Quality. Inclusion of air quality data in area plan assessments, and where an AQMA exists, mitigation measures proposed.	
14	Joint funding of Community Rail Partnership for the Ipswich to Cambridge rail route	Promoting travel alternatives	Promote use of rail	2024	Ongoing	Greater Anglia, Suffolk County Council, Mid Suffolk District Council, Cambridge and Peterborough Combined Authority, West Suffolk Council, Cambridgeshire County Council, Cambridge City Council, Ipswich Borough Council	Greater Anglia, Suffolk CC, Mid Suffolk DC, Cambridge & Peterborough Combined Authority, West Suffolk Council, Cambridgeshire County Council, Cambridge City Council, Ipswich Borough Council	Funded	< £10k	Implementation	Reduced emissions from less reliance on cars. Anti idling campaigns at level crossings.	Use of the train for journeys along this key corridor	Partnership developed in 2024 and launched in February 2025. Roles assigned and Action Plan to be developed.	
15	Regulation of premises with an Environmental Permit	Environmental permits	Other	2018	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£10k - 50k	Implementation	Reduced emissions, especially particulate matter	Emissions measured from premises and risk rating score	Majority of premises were low risk in 2025, no complaints received, advice given regarding particulate matter control	

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
16	Planning considerations specific to air quality impact assessment and mitigation (e.g. provision of Electric Vehicle charging points and measures/site design to offset adverse impact)	Policy guidance and development control	Air Quality Planning and Policy Guidance	2018	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£100k - £500k	Implementation	Potentially prevent unacceptable emissions or health effects	Appropriate developments granted permission	All relevant planning applications assessed regarding air quality impacts, including Nationally Significant Infrastructure Projects, and appropriate mitigation measures stipulated e.g. Electric vehicle infrastructure, parking standards, use of zero emission machinery in construction projects.	
17	Managing and monitoring of developments determined by the Local Planning Authority to ensure that they comply with environmental and air quality requirements of planning permissions	Policy guidance and development control	Air Quality Planning and Policy Guidance	2018	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£10k - 50k	Implementation	Potentially prevent unacceptable emissions or health effects	Enforcement cases and resolution	All reported incidents are investigated by the enforcement team	
18	Provision of travel plans through planning process	Policy guidance and development control	Air Quality Planning and Policy Guidance	2023	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£10k - 50k	Implementation	Reduced emissions of Nitrogen dioxide and particulate matter if alternative methods of sustainable travel are used	Use of sustainable travel	Implemented through local planning and transport authority cooperation	
19	Support Campaigns (e.g., Clean Air Day)	Public information	Via website	2024	Ongoing	All Suffolk local authorities	All Suffolk local authorities	Funded	£10k - £50k	Implementation	Reduced emissions due to increased awareness	Actions and awareness of the public	Campaigns include social media campaign using national resources, promotion of Walk to Work and Cycle to Work days, bike maintenance and e-bike trials arrange by Suffolk County Council, anti-idling campaign at school gates.	Limited by officer resources
20	Relaunch the Suffolk (vehicle) Idling Action Campaign	Public information	Other	2024	Ongoing during 2025	All Suffolk local authorities	All Suffolk local authorities	Funded	< £10k	Completed	Reduced vehicle emissions due to increased awareness	Actions and awareness of the public	Campaign resources highlight health impacts more prominently. Expanded range includes free banners, signs, posters, stickers, leaflets, and myth-busting postcards, for schools, businesses, and community groups.	
21	Promote 'Ready to Burn' Encouraging residents to refrain from garden bonfires	Public information	Via the internet	2024	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	< £10k	Implementation	Reduced stationary source emissions	Reduction in the number of bonfire complaints received	Use of the Councils' websites and social media to promote changes in behaviour to move away from burning.	
22	Promotion of sources of information for sustainable travel	Public information	Via the internet	2018	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	< £10k	Implementation	Reduced emissions due to increased awareness	Use of sustainable travel	Information on Councils' websites updated regularly	Council websites are unlikely to be where

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
	on the Councils' websites													people would search for such information
23	Mid Suffolk Retrofit and Energy Advice for Communities and Households (REACH) programme	Public information	Other	2026	2028	Mid Suffolk District Council	Mid Suffolk District Council	Funded	£100k - £500k	Planning	Reduced emissions from older, higher-polluting heating systems. Improved indoor air quality.	To be agreed and defined	Programme in planning and development stage	
24	Modeshift STARS	Promoting travel alternatives	Other	2022	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	< £10k	Implementation	Reduced vehicle emissions in locality of schools	Provision and use of sustainable and active travel to and from schools	During 2025, 10 schools held accreditation in Babergh-Mid Suffolk	Competing demands on school time
25	Cycle training through the 'Bikeability' scheme	Promoting travel alternatives	Promotion of cycling	2023	Ongoing	Suffolk County Council	Suffolk County Council	Funded	< £10k	Implementation	Encourages cycle use	Number of participants in scheme	3,250 students trained to Bikeability Level 2 in 2025	
26	Promoting 'walking buses' in schools	Promoting travel alternatives	Promotion of walking School travel plans	2024	Ongoing	Babergh District Council Suffolk County Council	Babergh District Council Suffolk County Council Schools	Partially funded	< £10k	Implementation	Reduced emissions of Nitrogen dioxide and particulate matter if alternative methods of sustainable travel are used	Number of children walking to school	2 schools engaged. Wider promotion in Sudbury and Hadleigh.	
27	Adoption of flexible working arrangements	Promoting travel Alternatives	Encourage/facilitate home working	2015	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	Within existing resources	Implementation	Reduced emissions from commutes to office and meeting locations	Mileage claims, office use	Operate flexible working arrangements for staff. Allow and encourage employees to work from home when practical to do so.	Recent office redesign encourages office use for specific purposes, but working from home is very common
28	Pool car fleet of electric vehicles	Promoting low emission transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	2017	Ongoing	Babergh and Mid Suffolk District Councils	Babergh and Mid Suffolk District Councils	Funded	£100k - £500k	Completed	Ongoing reduced vehicle emissions	Usage and miles driven	All pool cars are electric. Promotion of Co Wheels EV pool cars	Ongoing costs associated with maintenance, servicing of EV but purchase cost has been reported previously
29	Rentable electric vehicles: Plug In Suffolk Car Club	Promoting low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles	2025	Ongoing	Babergh and Mid Suffolk District Councils Suffolk County Council	Suffolk County Council Department for Transport	Funded	£100k - £500k	Implementation	Reduced vehicle emissions as encourages use of Electric Vehicles	Use of car club vehicles	Six vehicles at three locations in Babergh and Mid Suffolk	
30	The Suffolk Air Quality Group shares knowledge and liaises with other bodies; Support and participate in the Suffolk Air Quality Network	Policy guidance and development control	Regional groups co-ordinating programmes to develop area wide strategies to reduce emissions and improve air quality	2018	Ongoing	University of Suffolk, All Suffolk local authorities, Suffolk County Council Public Health, UK Health Security Agency, NHS, Suffolk Sustainability Institute, Local community action groups	All partners	Funded	< £10k	Implementation	Reduced emissions from vehicles, burning, improved awareness of air quality	Development of policies, strategies, projects The University of Suffolk is supported to develop and promote the Suffolk Air Quality Network	Coordination of air quality campaigns in the county such as Clean Air Day, Suffolk Idling Action, solid fuel burning and bonfires Suffolk Air Quality Network officially launched in May 2024, led by the University of Suffolk. Brings together a range of partners and stakeholders across Suffolk to share information and best practice. Aims to enhance engagement and promote more joined-up working across the County. Meets twice a year.	

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 Strategy³, 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.

Babergh and Mid Suffolk District Councils do not undertake any PM_{2.5} or PM₁₀ monitoring. Therefore, Defra's background maps have been used to determine the maximum background annual mean PM_{2.5} concentrations within Babergh and Mid Suffolk District Councils.

In 2025, the maximum modelled background annual mean concentration in Babergh District Council was 8.8µg/m³. In Mid Suffolk, the maximum concentration was 7.5 µg/m³. Both modelled concentrations are well below the PM_{2.5} Air Quality Standard of 20µg/m³. They are also below the annual average of 10µg/m³ as laid out in the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 which are to be achieved by 2040.

Babergh and Mid Suffolk District Councils are taking the following measures to address PM_{2.5}:

- There are no smoke control areas in the Babergh or Mid Suffolk districts, which are largely rural with small market towns, and do not have densely populated urban areas where significant solid fuel burning is prevalent.
- Promoting travel alternatives through the development and implementation of the Local Cycling and Walking Infrastructure Plan, installation of additional pedestrian facilities, reducing the Council staff and fleet transport through the Councils' Carbon Reduction Management Plan.
- Subsidised e-bike rental schemes.

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

- Discouraging wood-burning and promoting the use of only approved wood-burning stoves and burning of approved products if wood-burning is necessary. Promote 'Ready to Burn' and encouraging residents to refrain from garden bonfires.
- Recommend planning conditions regarding the control of PM2.5, e.g. compliance with a construction management plan; provision of travel plans through planning process.
- Inspect installations holding environmental permits to ensure appropriate controls are in place to prevent/mitigate particulate matter emissions.
- Councils' refuse fleet run on Hydrotreated Vegetable Oil (reduced particulate matter emissions). Purchase of two electric vehicles for the collection of food waste.
- Council pool car fleet of electric vehicles.
- Active participation in promotional activities for the Suffolk (vehicle) Idling Action Campaign.

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

This section sets out the monitoring undertaken within 2025 by Babergh and Mid Suffolk District Councils 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

Babergh and Mid Suffolk District Councils do not operate any automatic monitoring sites in the districts.

3.1.2 Non-Automatic Monitoring Sites

Babergh and Mid Suffolk District Councils undertook non- automatic (i.e. passive) monitoring of NO₂ at 15 sites during 2025, 13 in Babergh and 2 in Mid Suffolk. Table A. 1 in Appendix A presents the details of the non-automatic sites.

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

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. 2 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/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).

Data capture was above 75% for all non-automatic sites, therefore no annualisation was required. No concentrations were found to be within 10% of the annual Air Quality Objective, therefore distance correction was not required either.

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

In 2025, diffusion tubes recorded no exceedances of the NO₂ annual mean air quality objective in Babergh and Mid Suffolk District Councils. The highest recorded concentration was 29.3µg/m³ at BDC 3; this is significantly below the UK air quality objective annual mean of 40µg/m³. As measured concentrations at all sites were below 60µg/m³ it is considered that the hourly mean objective of 200µg/m³ was not likely to be exceeded at any location.

In Table 3.1 below, comparisons between the 2025 and 2021 dataset at each site are shown.

Table 3.1 – Comparison of NO₂ Concentrations Between 2021 and 2025

Diffusion Tube ID	2021 Annual Mean	2025 Annual Mean	Increase / Decrease Between 2021-25	Difference (µg/m ³)
BDC 1a, BDC 1b	25.8	23.1	Decrease	-2.7
BDC 2a, BDC 2b	27.9	25.6	Decrease	-2.3
BDC 3a, BDC 3b	30.0	29.3	Decrease	-0.7
BDC 4a, BDC 4b	23.2	20.9	Decrease	-2.3
BDC 5a, BDC 5b	32.3	27.7	Decrease	-4.6
BDC 6a, BDC 6b	24.9	21.7	Decrease	-3.2
BDC 7a, BDC 7b	33.3	28.5	Decrease	-4.8
BDC 8a, BDC 8b	33.2	27.9	Decrease	-5.3
BDC 9a, BDC 9b	31.5	26.4	Decrease	-5.1

BDC 10	23.1	19.9	Decrease	-3.2
BDC 11	17.2	14.7	Decrease	-2.5
BDC 12	20.2	21.3	Increase	+1.1
BDC 13	18.0	13.3	Decrease	-4.7
MSDC 1a, MSDC 1b	28.4	23.6	Decrease	-4.8
MSDC 2	17.4	15.2	Decrease	-2.2

Table 3.1 shows the longer-term trends (last five years) in annual NO₂ mean measured at the diffusion tube sites in Babergh and Mid Suffolk District Councils. Of these sites, all except one showed a decrease in measured concentrations between 2021 and 2025. The largest observed decrease was -5.3µg/m³ at BDC 8. The only observed increase was +1.1µg/m³ at BDC 12.

3.2.2 Particulate Matter (PM₁₀)

Babergh and Mid Suffolk District Councils did not undertake any PM₁₀ monitoring in 2025.

3.2.3 Particulate Matter (PM_{2.5})

Babergh and Mid Suffolk District Councils did not undertake any PM_{2.5} monitoring in 2025.

3.2.4 Sulphur Dioxide (SO₂)

Babergh and Mid Suffolk District Councils did not undertake any SO₂ monitoring in 2025.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
BDC 1a, BDC 1b	9 Cross Street, Sudbury	Roadside	586848	241133	NO2	No	0.0	1.7	No	2.3
BDC 2a, BDC 2b	17 Cross Street, Sudbury	Roadside	586836	241089	NO2	No	0.0	2.1	No	2.3
BDC 3a, BDC 3b	30 Cross Street, Sudbury	Roadside	586808	241015	NO2	No	0.0	1.4	No	2.3
BDC 4a, BDC 4b	36 Cross Street, Sudbury	Roadside	586790	240944	NO2	No	0.0	1.5	No	2.3
BDC 5a, BDC 5b	58 Cross Street, Sudbury	Roadside	586798	241010	NO2	No	0.0	1.9	No	2.3
BDC 6a, BDC 6b	70 Cross Street, Sudbury	Roadside	586818	241068	NO2	No	0.0	1.5	No	2.3
BDC 7a, BDC 7b	78 Cross Street, Sudbury	Roadside	586829	241104	NO2	No	0.0	1.3	No	2.3
BDC 8a, BDC 8b	82 Cross Street, Sudbury	Roadside	586835	241123	NO2	No	0.0	1.6	No	2.2
BDC 9a, BDC 9b	87 Cross Street, Sudbury	Roadside	586842	241148	NO2	No	0.0	1.1	No	2.3
BDC 10	5 Ballingdon Street, Sudbury	Roadside	586721	240879	NO2	No	0.0	3.6	No	2.3

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)
BDC 11	54 Church Street, Sudbury	Roadside	586930	241058	NO2	No	0.0	1.7	No	2.6
BDC 12	7 Gainsborough Street, Sudbury	Roadside	587253	241256	NO2	No	0.0	2.8	No	2.5
BDC 13	31 Friars Street, Sudbury	Roadside	587257	241110	NO2	No	0.0	2.9	No	2.3
MSDC 1a, MSDC 1b	Station Road West, Stowmarket	Roadside	604972	258745	NO2	No	0.0	2.2	No	2.3
MSDC 2	Cottage Farmhouse, Stowmarket	Roadside	606049	259307	NO2	No	4.0	15.7	No	1.9

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 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
BDC 1a, BDC 1b	586848	241133	Roadside	98.4	98.4	25.8	25.5	24.0	22.9	23.1
BDC 2a, BDC 2b	586836	241089	Roadside	98.4	98.4	27.9	29.4	27.6	25.1	25.6
BDC 3a, BDC 3b	586808	241015	Roadside	98.4	98.4	30.0	31.7	29.4	25.5	29.3
BDC 4a, BDC 4b	586790	240944	Roadside	98.4	98.4	23.2	25.2	21.8	20.2	20.9
BDC 5a, BDC 5b	586798	241010	Roadside	98.4	98.4	32.3	31.9	31.0	30.2	27.7
BDC 6a, BDC 6b	586818	241068	Roadside	98.4	98.4	24.9	24.6	23.0	21.5	21.7
BDC 7a, BDC 7b	586829	241104	Roadside	98.4	98.4	33.3	31.8	30.1	28.7	28.5
BDC 8a, BDC 8b	586835	241123	Roadside	98.4	98.4	33.2	32.8	30.4	27.7	27.9
BDC 9a, BDC 9b	586842	241148	Roadside	98.4	98.4	31.5	30.6	29.4	27.8	26.4
BDC 10	586721	240879	Roadside	92.1	92.1	23.1	24.5	22.3	21.1	19.9
BDC 11	586930	241058	Roadside	98.4	98.4	17.2	17.9	15.8	15.2	14.7
BDC 12	587253	241256	Roadside	91.0	91.0	20.2	24.1	22.7	22.7	21.3

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
BDC 13	587257	241110	Roadside	98.4	98.4	18.0	14.9	12.8	11.8	13.3
MSDC 1a, MSDC 1b	604972	258745	Roadside	98.4	98.4	28.4	28.0	26.8	22.3	23.6
MSDC 2	606049	259307	Roadside	98.4	98.4	17.4	17.8	14.6	14.5	15.2

☒ 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**.

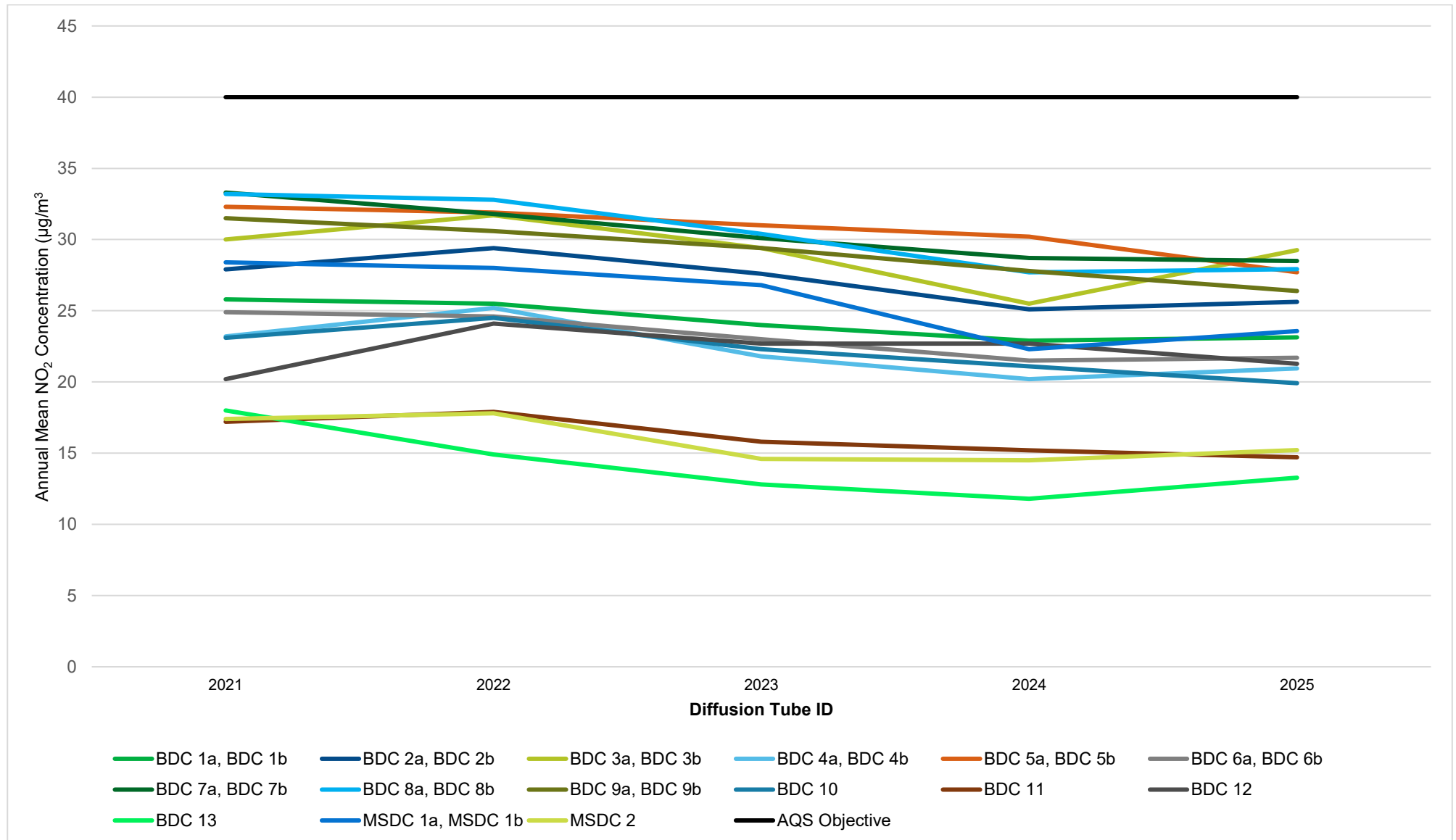
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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.1 – Trends in Annual Mean NO₂ Concentrations



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 <(0.78)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
BDC 1a	586848	241133	42.8	41.1	37.5	36.1	25.3	27.1	23.1	28.1	28.8	27.7	34.5	31.7	-	-	-	Duplicate Site with BDC 1a and BDC 1b - Annual data provided for BDC 1b only
BDC 1b	586848	241133	37.9	39.9	35.9	34.1	17.9	22.0	19.0	25.4	28.6	26.8	25.5	28.1	29.7	23.1	-	Duplicate Site with BDC 1a and BDC 1b - Annual data provided for BDC 1b only
BDC 2a	586836	241089	47.5	45.1	40.8	39.4	28.3	28.7	26.2	32.4	31.8	28.7	38.1	33.9	-	-	-	Duplicate Site with BDC 2a and BDC 2b - Annual data provided for BDC 2b only
BDC 2b	586836	241089	38.2	41.8	39.4	36.7	26.3	22.1	23.7	30.5	29.5	27.6	37.3	27.8	32.8	25.6	-	Duplicate Site with BDC 2a and BDC 2b - Annual data provided for BDC 2b only
BDC 3a	586808	241015	48.5	48.1	45.7	42.0	35.9	31.7	29.8	34.9	37.4	34.3	37.7	42.8	-	-	-	Duplicate Site with BDC 3a and BDC 3b - Annual data provided for BDC 3b only
BDC 3b	586808	241015	41.4	46.4	45.4	40.0	34.3		29.2	29.9	31.0	34.1	37.7	38.1	37.5	29.3	-	Duplicate Site with BDC 3a and BDC 3b - Annual data provided for BDC 3b only
BDC 4a	586790	240944	40.0	39.1	32.1	30.7	23.2	24.7	20.9	26.0	26.4	23.9	27.3	27.1	-	-	-	Duplicate Site with BDC 4a and BDC 4b - Annual data provided for BDC 4b only
BDC 4b	586790	240944	35.1	32.7	31.0	30.1	21.8	22.3	20.3	23.7	23.7	22.3	25.3	25.9	26.9	20.9	-	Duplicate Site with BDC 4a and BDC 4b - Annual data provided for BDC 4b only
BDC 5a	586798	241010	45.4	45.2	39.4	35.6	27.9	34.6	36.2	32.9	35.6	36.3	41.5	35.1	-	-	-	Duplicate Site with BDC 5a and BDC 5b - Annual data provided for BDC 5b only
BDC 5b	586798	241010	38.2	42.1	38.4	32.5	24.3	34.3	35.8	30.6	32.1	34.6	35.4	35.1	35.5	27.7	-	Duplicate Site with BDC 5a and BDC 5b - Annual data provided for BDC 5b only
BDC 6a	586818	241068	34.4	33.7	33.2	29.2	27.8	27.6	28.1	23.8	26.6	26.2	32.4	29.0	-	-	-	Duplicate Site with BDC 6a and BDC 6b - Annual data provided for BDC 6b only
BDC 6b	586818	241068	33.9	33.1	28.1	26.6	26.3	24.8	26.2	22.4	18.6	25.6	28.9	25.2	27.8	21.7	-	Duplicate Site with BDC 6a and BDC 6b - Annual data provided for BDC 6b only
BDC 7a	586829	241104	46.3	44.4	42.9	39.0	34.0	34.4	37.3	34.1	36.5	37.2	41.3	34.0	-	-	-	Duplicate Site with BDC 7a and BDC 7b - Annual data provided for BDC 7b only
BDC 7b	586829	241104	39.5	42.5	37.5	35.0	33.4	32.1	37.1	30.2	27.6	32.2	39.6	34.0	36.5	28.5	-	Duplicate Site with BDC 7a and BDC 7b - Annual data provided for BDC 7b only
BDC 8a	586835	241123	51.2	40.4	41.0	32.1	31.5	33.8	35.3	33.2	36.6	40.0	41.5	38.8	-	-	-	Duplicate Site with BDC 8a and BDC 8b - Annual data provided for BDC 8b only

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(0.78)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
BDC 8b	586835	241123	45.4	26.3	36.5	31.7	30.2	30.4	34.3	30.5	34.3	35.4	38.2	35.7	35.8	27.9	-	Duplicate Site with BDC 8a and BDC 8b - Annual data provided for BDC 8b only
BDC 9a	586842	241148	46.8	37.5	38.3	32.4	34.2	35.1	34.8	29.7	32.5	35.3	38.1	34.2	-	-	-	Duplicate Site with BDC 9a and BDC 9b - Annual data provided for BDC 9b only
BDC 9b	586842	241148	23.2	37.1	35.1	31.4	31.7	32.0	32.3	27.0	32.5	34.5	38.1	29.4	33.8	26.4	-	Duplicate Site with BDC 9a and BDC 9b - Annual data provided for BDC 9b only
BDC 10	586721	240879		32.2	28.9	28.5	21.3	21.4	21.3	20.2	25.5	27.0	29.9	26.1	25.5	19.9	-	
BDC 11	586930	241058	24.6	25.4	22.3	16.5	17.1	18.7	17.1	14.1	19.4	18.9	21.4	13.8	18.9	14.7	-	
BDC 12	587253	241256	37.9	30.7	30.3	25.6	22.2	29.4	24.8		27.9	24.8	27.0	24.6	27.3	21.3	-	
BDC 13	587257	241110	24.1	26.1	22.9	18.9	13.3	14.2	11.7	12.7	14.4	13.2	18.5	18.3	17.0	13.3	-	
MSDC 1a	604972	258745	38.1	37.4	36.7	27.2	26.5	28.6	30.5	25.6	25.8	32.3	31.8	30.1	-	-	-	Duplicate Site with MSDC 1a and MSDC 1b - Annual data provided for MSDC 1b only
MSDC 1b	604972	258745	38.0	35.7	34.0	27.1	25.5	27.8	29.9	22.6	25.0	32.2	31.5	29.2	30.2	23.6	-	Duplicate Site with MSDC 1a and MSDC 1b - Annual data provided for MSDC 1b only
MSDC 2	606049	259307	18.5	29.9	32.8	29.2	14.9	13.1	14.5	17.1	16.2	15.3	15.8	19.4	19.5	15.2	-	

☒ 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.

☒ Babergh and Mid Suffolk District Councils 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 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/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 Babergh and Mid Suffolk District Councils During 2025

Babergh and Mid Suffolk District Councils have identified seven new sources with a potential to impact air quality, detailed below in Table C.1. All are at the planning stage therefore unlikely to impact data in 2025, to be noted for 2026.

Table C.1 – Potential New Sources in Babergh and Mid Suffolk District Councils

Application Details	Location	Date of Application	Status
Construction of new stand-alone 210-place teaching block and 30-place extension to existing pre-school with associated car parking, hard and soft landscaping works.	Thurston Church Of England Primary Academy, Pond Field Road, Thurston, BURY ST EDMUNDS, Suffolk, IP31 3FT	14/02/25	Application pending a decision
Retrospective application for the change of use of land to enable the expansion of the existing recycling facility for the processing of inert waste and aggregates, including associated operations such as importation, storage, screening, and ancillary works.	Malting Farm, Stowmarket Road, Great Blakenham, IPSWICH, Suffolk, IP6 0LX	31/03/25	Application pending a decision
Construction of new teaching block to accommodate 300-place expansion and conversion of sixth form block into music block, with associated car parking, hard and soft external works.	Stowmarket High School, Onehouse Road, STOWMARKET, Suffolk, IP14 1QR	17/04/25	Application approved
Extraction, processing and sale of sand and gravel, processing of inert waste materials with associated plant and related sales, access works,	Brockley Wood, Land off A12, Belstead, Suffolk IP8 3JS	08/05/25	Application approved

Application Details	Location	Date of Application	Status
phased restoration using inert recovered materials and aftercare plan.			
NSIP - Suffolk water recycling transfer and storage project (SWRTS - 'Pipeline').	Suffolk Water Recycling Transfer and Storage Project, ESW Pipeline, NSIPs	30/10/2025	Application awaited
Outline planning permission (with layout, scale, appearance and landscaping being reserved) for the extension of Port One Logistics Park, to include up to 195,000 sqm of commercial floorspace comprising logistics warehousing with ancillary offices; offices and vertical farms; up to 115,000 sqm of depots and container storage; a solar farm, cafe and substations; new vehicle and HGV access from the south, the improvement of the existing access from the B1113 and a means of emergency access only from Circular Road; associated earthworks to create development platforms and bunds to boundaries; new landscaping and recreation areas; creation of nature reserve and the burying of overhead powerlines underground; together with a full sustainable drainage scheme and the provision of private treatment plant(s). (Accompanied by EIA Statement).	Land At Field Quarry (Also Known As Masons Quarry), Bramford Road, Great Blakenham, IPSWICH, Suffolk, IP6 0XJ	21/11/25	Awaiting decision
Request for Environmental Impact Assessment (EIA) Scoping Opinion - Mixed use development of up to 750 homes, care home, a new primary school and early years facilities, retail and employment use, hotel, household refuse site, a network of multifunctional green infrastructure, landscaping, public open space, new pedestrian, cycle and vehicular accesses, and SuDS features.	Land at Chilton Woods, Springlands Way, SUDBURY, Suffolk	08/12/25	EIA required

Additional Air Quality Works Undertaken by Babergh and Mid Suffolk District Councils During 2025

Babergh District Council revoked Cross Street, Sudbury AQMA on 3rd March 2026 following continued compliance with the nitrogen dioxide (NO₂) Air Quality Strategy Objectives (AQSO) since 2020.

Mid Suffolk District Council has not completed any other additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

The supplier of diffusion tubes for Babergh and Mid Suffolk District Councils was SOCOTEC Didcot. The tubes were prepared using the method 50% TEA in acetone.

SOCOTEC participated in the AIR-PT analysis scheme which ran from January 2024 to February 2026. For all months of this study, SOCOTEC received 100% satisfactory results based on a z-score of $\leq \pm 2$, with the exception of January – February 2025 which received 87.5%.

The monitoring was not completed in adherence with the LAQM 2025 Diffusion Tube Monitoring Calendar. The monitoring followed the calendar in Table C.2 below.

Table C.2 - Babergh and Mid Suffolk District Councils Diffusion Tube Monitoring Calendar

Month	Start Date	End Date
Jan 2025	14/01/2025	06/02/2025
Feb 2025	06/02/2025	06/03/2025
Mar 2025	06/03/2025	04/04/2025
Apr 2025	04/04/2025	02/05/2025
May 2025	02/05/2025	06/06/2026
Jun 2025	06/06/2026	03/07/2025
Jul 2025	03/07/2025	08/08/2025
Aug 2025	08/08/2025	04/09/2025

Month	Start Date	End Date
Sep 2025	04/09/2025	03/10/2025
Oct 2025	03/10/2025	07/11/2025
Nov 2025	07/11/2025	04/12/2025
Dec 2025	04/12/2025	08/01/2026

The January exposure period was shorter than the recommended 4 weeks (- 4 days). This was due to staffing issues which delayed deployment of tubes. The remaining exposure periods in 2025 all lasted 4 weeks.

Diffusion Tube Annualisation

All diffusion tube monitoring locations within Babergh and Mid Suffolk District Councils recorded data capture of 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.

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/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Babergh and Mid Suffolk District Councils have applied a national bias adjustment factor of 0.78 to the 2025 monitoring data. A summary of bias adjustment factors used by Babergh and Mid Suffolk District Councils over the past five years is presented in

National Diffusion Tube Bias Adjustment Factor Spreadsheet					Spreadsheet Version Number: 03/26					
Follow the steps below in the correct order to show the results of relevant co-location studies								This spreadsheet will be updated at the end of June 2026 LAQM Helpdesk Website		
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.										
The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.										
					Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.					
Step 1:		Step 2:	Step 3:	Step 4:						
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	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 a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data ²	If you have your own co-location study then see footnote ⁴ . If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953						
Analysed By ¹	Method To make your selection, choose (All) from the pop-up list	Year ² To make your selection, choose (All)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision ⁵	Bias Adjustment Factor (A) (Cm/Dm)
SOCOTEC Didcot	50% TEA in acetone	2025		Overall Factor ³ (17 studies)				Use	0.78	

Table C.3.

Babergh and Mid Suffolk District Councils do not conduct automatic monitoring so there are no collocation studies, and the national factor has been used rather than a local factor. This factor has been derived using national spreadsheet version 03/26, which included 17 studies to derive the bias factor, as shown below.

National Diffusion Tube Bias Adjustment Factor Spreadsheet					Spreadsheet Version Number: 03/26						
Follow the steps below in the correct order to show the results of relevant co-location studies								This spreadsheet will be updated at the end of June 2026			
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.								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:		Step 2:	Step 3:	Step 4:							
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	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 a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data ²	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	Year ²	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)
SOCOTEC Didcot		50% TEA in acetone	2025		Overall Factor ³ (17 studies)				Use	0.78	

Table C.3 - Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.78
2024	National	03/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	06/22	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 tube NO₂ monitoring locations within Babergh and Mid Suffolk District Councils were found to be within 10% of the annual Air Quality Objective during 2025, therefore distance correction was not required.

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

Figure D.1 – Map of Non-Automatic Monitoring Sites: Babergh and Mid Suffolk District Councils

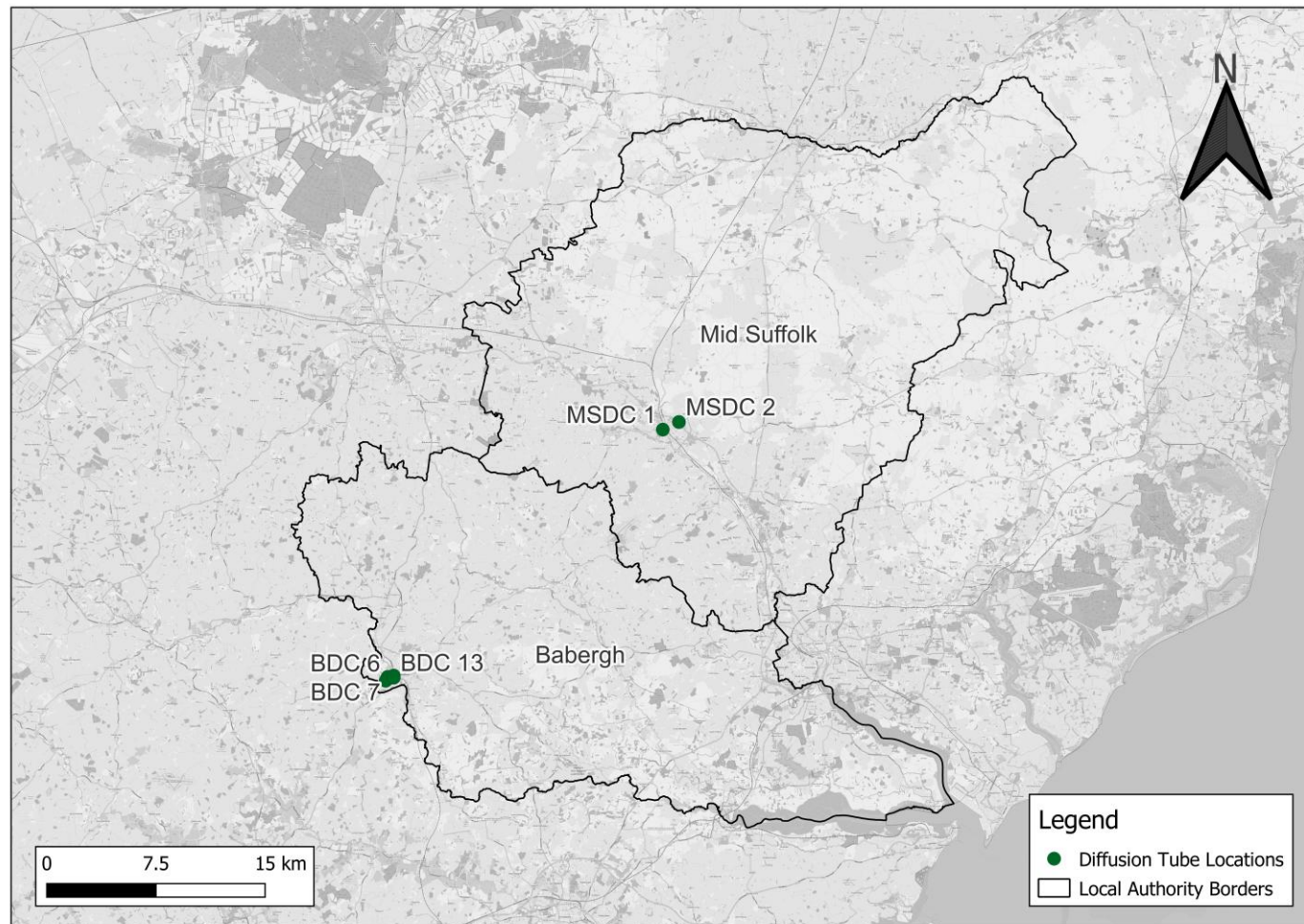
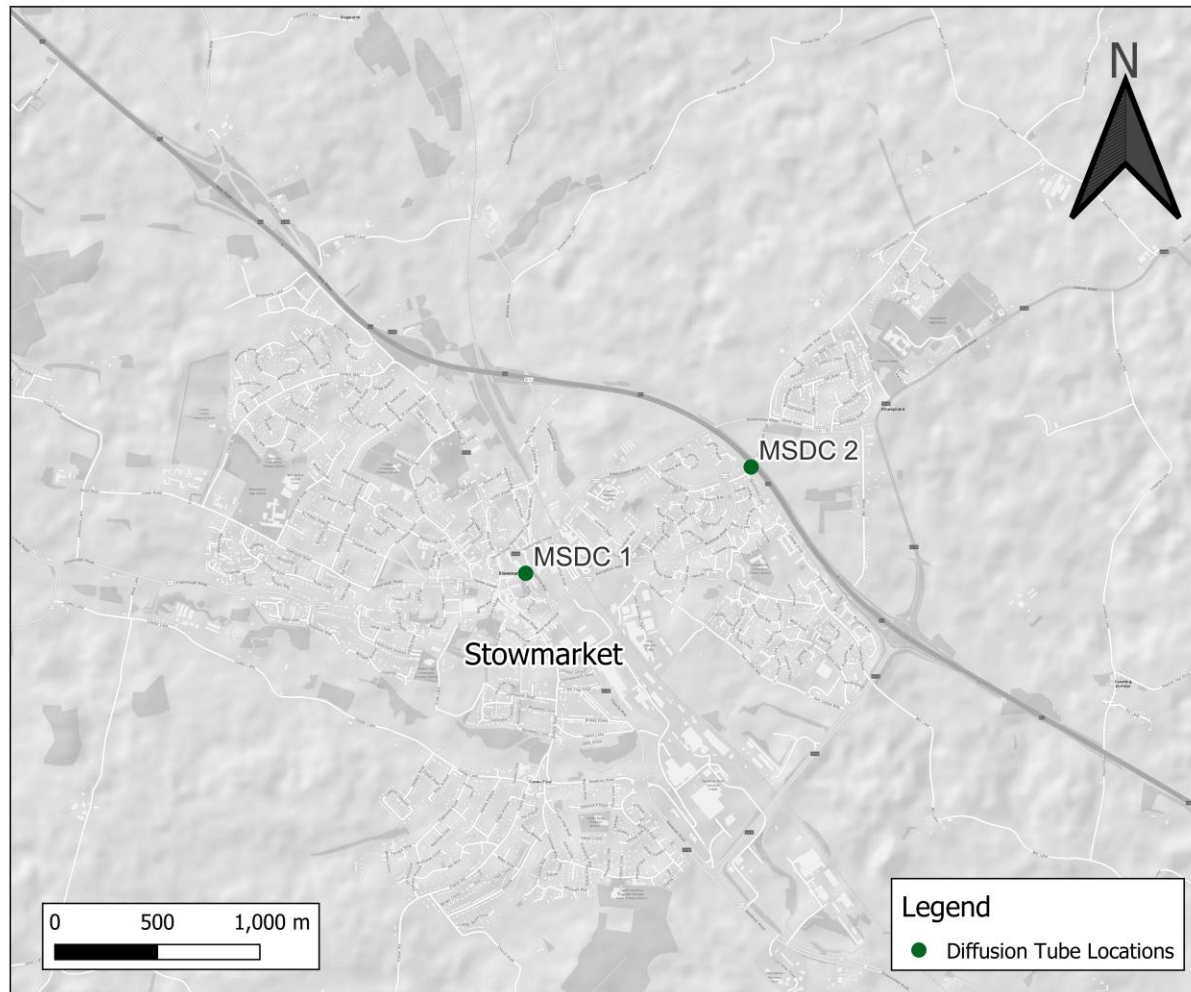


Figure D.2 – Map of Non-Automatic Monitoring Sites: Babergh District Council



Figure D.3 – Map of Non-Automatic Monitoring Sites: Mid Suffolk District Council



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁴

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM ₁₀)	40µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO ₂)	125µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO ₂)	266µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

⁴ The units are in microgrammes of pollutant per cubic metre of air (µg/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
Modeshift STARS	Sustainable Travel Accreditation and Recognition for Schools

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
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- Babergh and Mid Suffolk District Councils. Carbon Reduction Management Plan. 2019. Published by Babergh and Mid Suffolk District Councils.