



Babergh and Mid Suffolk District Councils

Joint Air Quality Strategy

May 2026

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Executive Summary

This Air Quality Strategy outlines the early preventative actions that we will take to improve air quality in the Babergh and Mid Suffolk Districts and prevent future increases in air pollutant concentrations. It aims to maintain compliance with air quality objectives throughout Babergh and Mid Suffolk.

The District Councils of Babergh and Mid Suffolk are within the county of Suffolk, England with a population of 92,300 and 102,700 recorded respectively during the 2021 census¹. Both local authorities are categorised as ‘urban with significant rural’ with up to 40% of residents living in rural communities or ‘rural hub towns’. Within Babergh and Mid Suffolk, Sudbury is the most populous town followed by Stowmarket and Hadleigh. Within the districts, there are some potential air pollution sources to consider: road traffic emissions inclusive of A14 and A12, SITA Suffolk Ltd (recycling centre) and Fibropower Ltd (power station).

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{2,3}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion⁴. Babergh and Mid Suffolk District Councils are committed to reducing the exposure of people in Babergh and Mid Suffolk to poor air quality in order to improve health.

We have developed actions that can be considered under four broad priority topics:

¹ Office for National Statistics Census, 2021.

² Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

³ Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

⁴ Defra. Abatement cost guidance for valuing changes in air quality, May 2013.

- Transport;
- Policy Guidance;
- Public Information Campaigns; and
- Air Quality Monitoring.

These will be discussed further in Section 4 – Key Priorities & Actions to Improve Air Quality.

The priorities within this Air Quality Strategy are focused towards promoting sustainable, less polluting modes of transport and alleviating congestion to reduce source emissions in areas of relevant exposure. By reducing air pollutant concentrations from the key source of transportation, this can contribute towards reducing the potential risks for health and wellbeing. This strategy also highlights many existing policies and strategies which encourage behaviour changes, sustainable development and opportunities for cleaner travel.

In this Air Quality Strategy, we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence. We will continue to work with regional and central government on policies and issues beyond Babergh and Mid Suffolk District Councils' direct influence.

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1 Introduction

The Local Air Quality Management Statutory Technical Guidance (TG.22)⁵ states that local authorities that have not had to designate AQMAs and produce AQAPs should develop a local Air Quality Strategy. The purpose of such a strategy is to encourage prevention and reduction of polluting activities, rather than relying solely on reactive measures once exceedances have been identified. Babergh District Council revoked the Sudbury AQMA (an area encompassing part of Cross Street) in March 2026 following continued compliance with the nitrogen dioxide (NO₂) Air Quality Strategy Objectives (AQSO) since 2020.

This Air Quality Strategy sets out the actions that Babergh and Mid Suffolk District Councils will deliver to maintain compliant concentrations of air pollutants, minimise exposure to air pollution, and improve the health and quality of life of residents and visitors. It builds on existing planning policies and strategies relevant to air quality, identifying further measures to prevent and reduce polluting activities across the districts.

The Air Quality Strategy directly supports the objectives and outcomes set out in 'Our Delivery Plan'⁶, contributing to the Councils' overarching purpose of improving quality of life through sustainable and resilient communities. It provides a clear, evidence-led framework for maintaining and improving air quality, aligning with the Councils' commitment to proactive and preventative service delivery.

The Strategy makes a significant contribution to the Delivery Plan mission of creating a connected and fairer society. By targeting emissions from key sources, particularly transport, and promoting behaviour change, it helps to improve health and wellbeing while reducing inequalities, especially for those most vulnerable to the effects of poor air quality.

It also supports the Delivery Plan's commitment to greener places and environmental sustainability. The Strategy includes measures to reduce emissions, encourage

⁵ [LAQM-TG22-August-22-v1.0.pdf \(defra.gov.uk\)](#).

⁶ Babergh and Mid Suffolk District Councils. [Our Delivery Plan](#).

sustainable travel, and support the transition to cleaner technologies such as electric vehicles. These actions contribute to wider climate objectives, including net zero ambitions, and support the creation of healthier, more sustainable places.

In addition, the Strategy contributes to thriving and resilient communities by enabling cleaner, safer local environments and supporting active travel and community engagement initiatives. Its emphasis on partnership working - with organisations such as Suffolk County Council, Public Health, and other stakeholders - reflects the Delivery Plan's collaborative approach to delivering outcomes for residents.

The Strategy has been prepared in accordance with the LAQM Policy Guidance (PG22)⁷ which highlights the importance of developing an Air Quality Strategy to encourage preventative actions to ensure pollutant concentrations continue to comply with the air quality objectives⁸.

⁷ [LAQM-Policy-Guidance-2022.pdf \(defra.gov.uk\)](https://www.defra.gov.uk/laqm-policy-guidance-2022.pdf).

⁸ Defra UK Air. Air quality objectives. Available at: https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update_20230403.pdf.

2 Summary of Current Air Quality in Babergh and Mid Suffolk

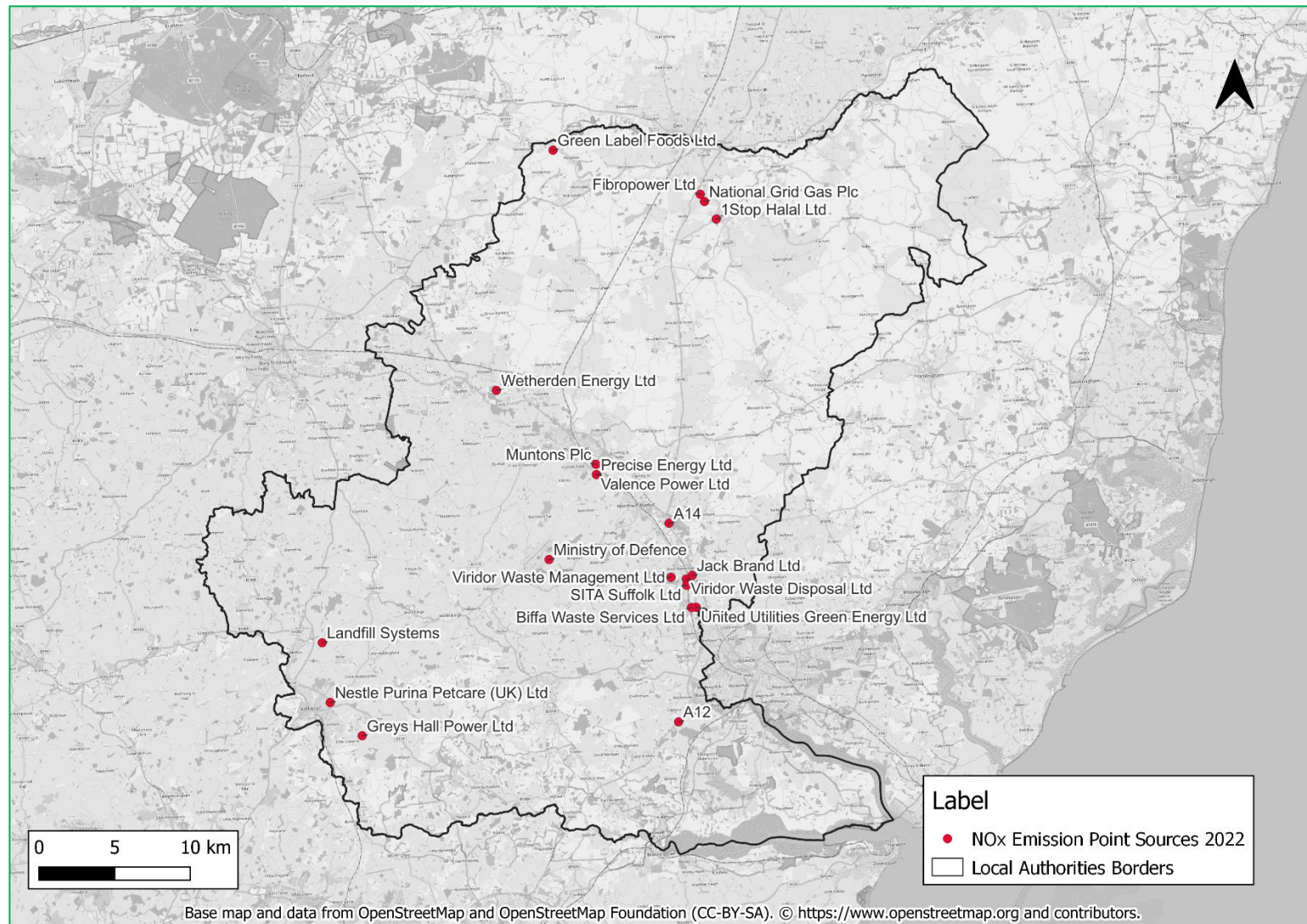
Babergh and Mid Suffolk are two local government districts located within the county of Suffolk.

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.

The districts are relatively rural and do not have the same level of industrial or transportation-related emissions as more urban areas. However, the presence of busy highways like the A12 and A14 and some small-scale industrial activities and the impact of agricultural practices may contribute to localised air quality emissions that require monitoring and management by the local authorities. Additionally, Sudbury, and other small towns within the districts also experience localised traffic emissions, which need to be monitored and managed by the local authorities. The key NO₂ sources within the districts' areas are shown in Figure 2.1.

Figure 2.1– Key NO₂ Pollutant Sources in Babergh and Mid Suffolk



The key pollutant of concern within Babergh and Mid Suffolk continues to be NO₂ which can be predominantly associated with road vehicle exhaust emissions from the A12 and A14 trunk roads as well as the minor roads within different towns. During 2024, Babergh and Mid Suffolk District Councils undertook NO₂ diffusion tube monitoring at 15 locations with the highest concentration, 30.2µg/m³, recorded at BDC 5. The monitoring location can be seen in Figure 2.1. Despite this being the highest concentration, it is important to note that all recorded concentrations in 2024 and for the past five consecutive years were significantly below the AQSO.

2.1 Nitrogen Dioxide (NO₂)

2.1.1 Automatic Monitoring Sites

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

2.1.2 Non-Automatic Monitoring Sites

During 2024, Babergh and Mid Suffolk carried out non-automatic monitoring of NO₂ at 15 sites, 13 in Babergh and the rest in Mid Suffolk. The location of these sites along with the average annual concentrations for 2019 to 2024 can be seen in Figure 2.2 and Table 2.1.

Figure 2.2 - Map of Non-Automatic Monitoring Sites

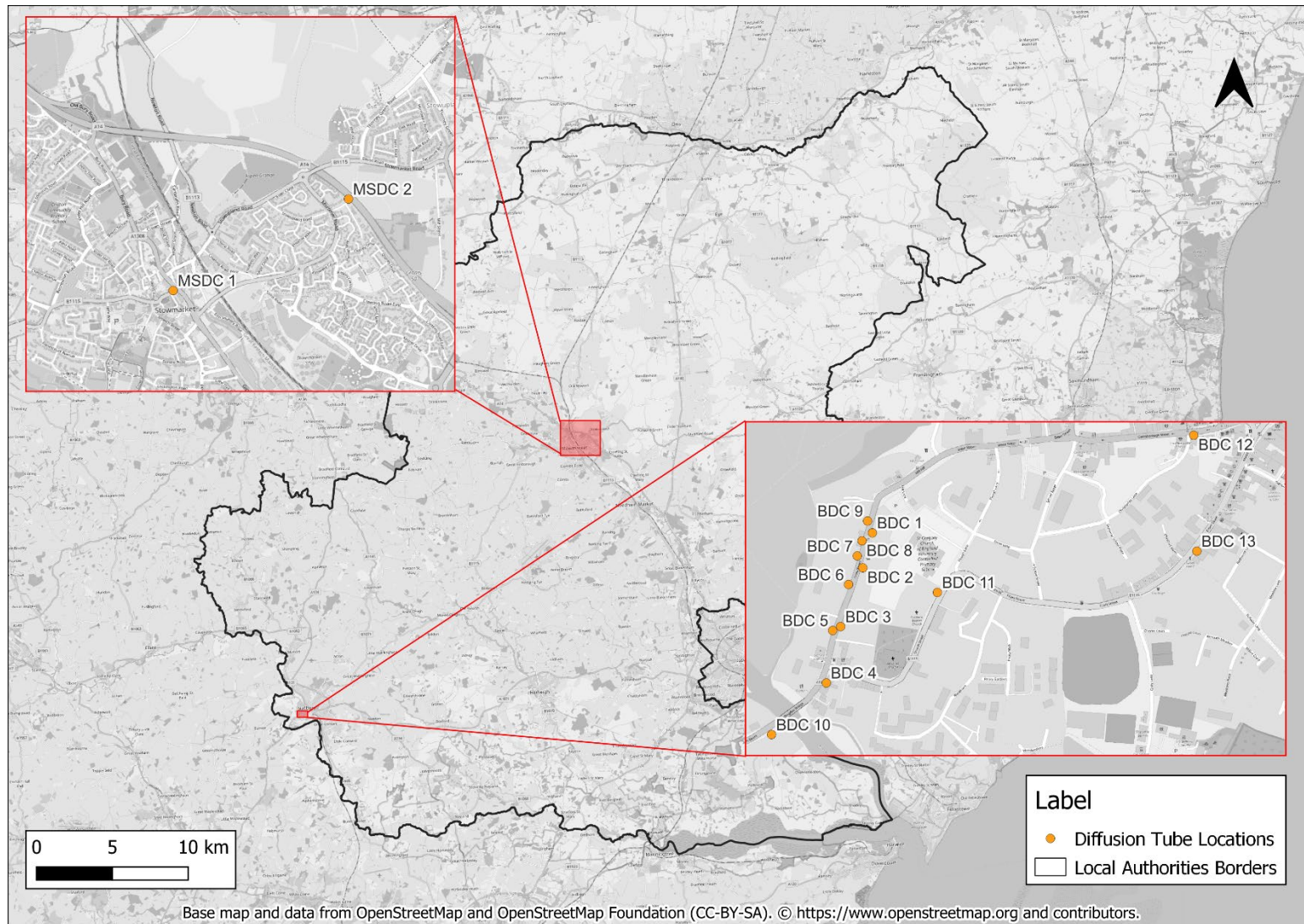


Table 2.1 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Diffusion Tube ID	2019	2020	2021	2022	2023	2024
BDC 1a, BDC 1b	28.1	24.8	25.8	25.5	24.0	22.9
BDC 2a, BDC 2b	28.7	27.1	27.9	29.4	27.6	25.1
BDC 3a, BDC 3b	34.8	28.7	30.0	31.7	29.4	25.5
BDC 4a, BDC 4b	29.4	22.0	23.2	25.2	21.8	20.2
BDC 5a, BDC 5b	36.0	30.4	32.3	31.9	31.0	30.2
BDC 6a, BDC 6b	31.2	23.2	24.9	24.6	23.0	21.5
BDC 7a, BDC 7b	47.5	31.1	33.3	31.8	30.1	28.7
BDC 8a, BDC 8b	47.3	32.8	33.2	32.8	30.4	27.7
BDC 9a, BDC 9b	47.0	31.5	31.5	30.6	29.4	27.8
BDC 10	27.6	23.7	23.1	24.5	22.3	21.1
BDC 11	22.4	14.7	17.2	17.9	15.8	15.2
BDC 12	28.0	22.5	20.2	24.1	22.7	22.7
BDC 13	18.8	14.6	18.0	14.9	12.8	11.8
MSDC 1a, MSDC 1b	31.2	24.8	28.4	28.0	26.8	22.3
MSDC 2	21.4	16.1	17.4	17.8	14.6	14.5

All sites recorded concentrations considerably below the AQSO (40µg/m³). When compared with 2023 levels, all sites reported a decrease in the annual mean NO₂ concentration. After completing bias adjustment, the site recording the highest concentration (30.2µg/m³) in 2024 was BDC 5 which is located at a roadside position at Cross Street, Sudbury. The recorded concentration is well below the AQSO.

The decline in the monitored annual mean NO₂ concentrations within the Sudbury AQMA, as observed at monitoring locations BDC 1, BDC 2, BDC 3, BDC 5, BDC 7, BDC 8, and BDC 9, can be largely attributed to the implementation of the key

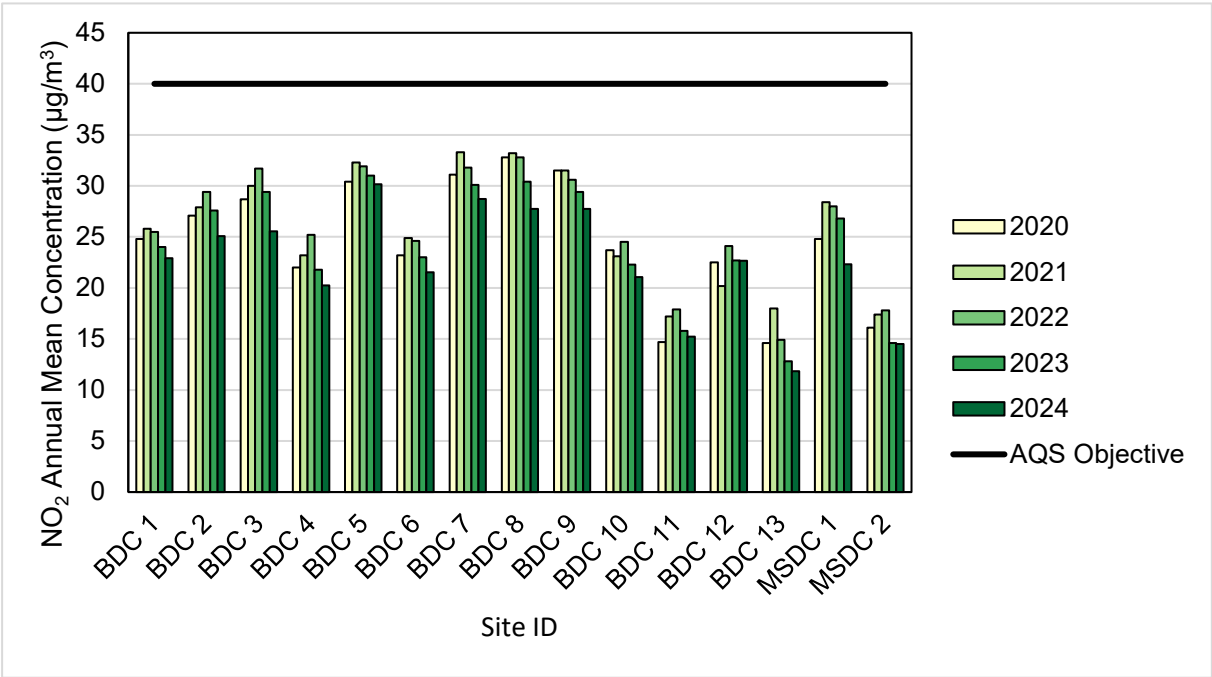
measure in the 2023-2028 Air Quality Action Plan⁹. This measure involved the removal of on-street parking bays along Cross Street under a Traffic Regulation Order (TRO) in January 2020. By removing these parking bays, traffic was able to flow freely in both directions, rather than being forced into a single lane to overtake parked vehicles. This eliminated the need for vehicles to queue, brake, idle and accelerate, which was a significant contributor to the elevated NO₂ levels previously recorded in the former AQMA.

While the initial drop in concentrations from 2019 to 2020 at the former AQMA could be explained by the reduction in traffic volumes due to COVID-19 restrictions, the continued low measurements in subsequent years confirmed that the removal of the on-street parking had had a significant and lasting impact on reducing NO₂ levels within the Sudbury AQMA. This key action was instrumental in bringing annual mean NO₂ concentrations well below the air quality objective, to the point where Babergh District Council was able to revoke the AQMA designation.

All annual mean monitored concentrations have also declined from 2022 to 2023. Figure 2.3 shows the trend in monitored annual mean concentrations from 2020 to 2024.

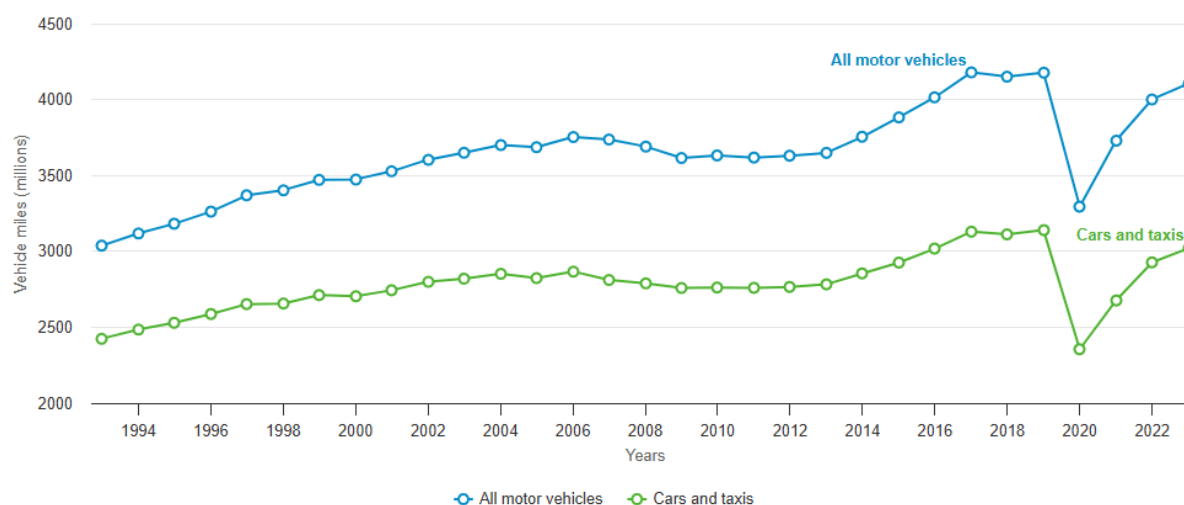
⁹ Babergh District Council. Air Quality Action Plan for Cross Street, Sudbury, 2024.

Figure 2.3 - Trends in Annual Mean NO₂ Concentrations



From 2019 to 2020 all sites presented a large decline in annual mean NO₂ concentrations whereas from 2020 to 2021, all sites but two show an increase in annual NO₂ concentrations. These changes can be explained by the drop in vehicle miles and posterior increase in annual road traffic due to the COVID lockdown in 2020. For example, in Suffolk for all motor vehicles, there was a decrease of 883.7 million vehicle miles from 2019 to 2020 followed by an increase of 434.7 million vehicle miles from 2020 to 2021. Therefore, it is likely road traffic has also followed the same trend within the districts. The annual miles by vehicle type in Suffolk is shown in Figure 2.4.

Figure 2.4 – Annual Traffic by Vehicle Type in Suffolk



Source: Department for Transport Road Traffic Statistics (<https://roadtraffic.dft.gov.uk/local-authorities/126>).

It is assumed that there are no sites which are likely to be at risk of exceeding the 1-hour mean NO₂ AQSO, in accordance with the guidance provided in LAQM.TG (22)⁵ due to no sites reporting annual mean concentrations greater than 60µg/m³ in 2024.

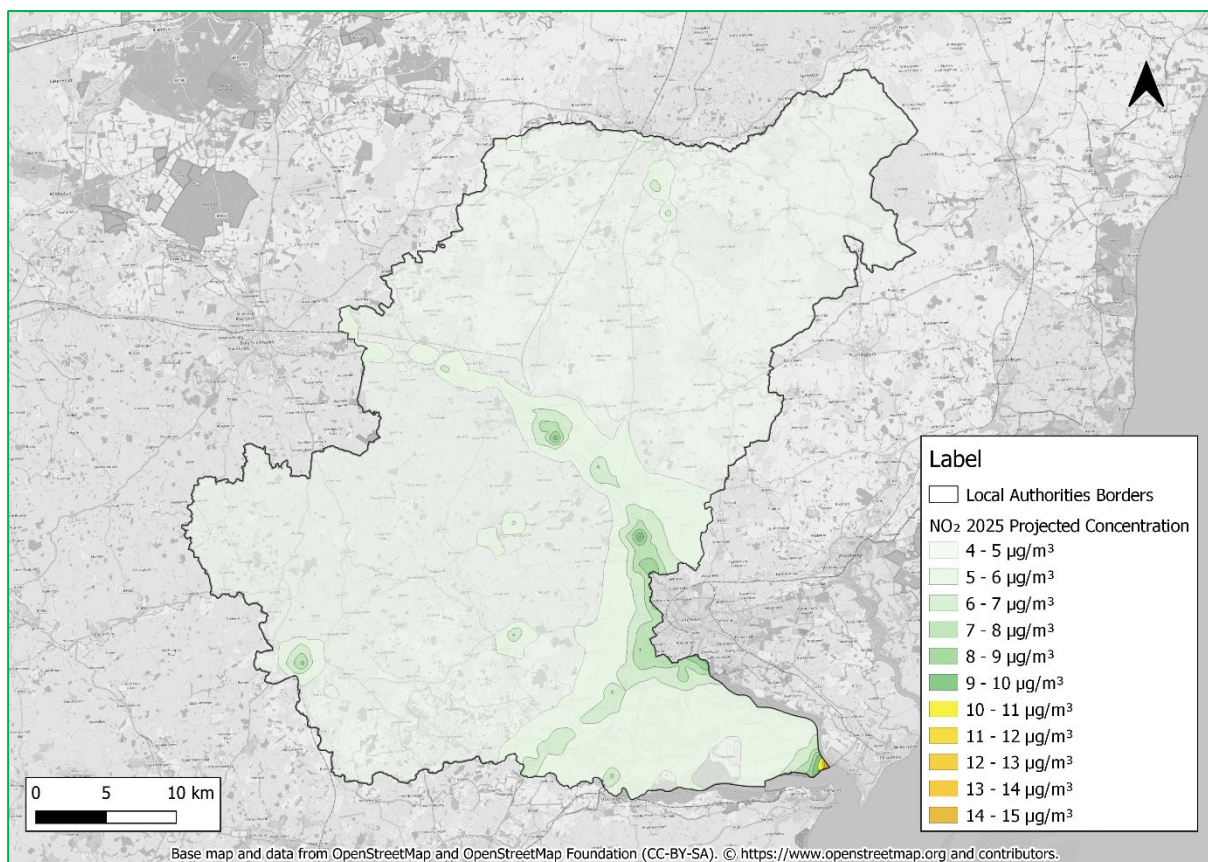
2.1.3 Background Map Concentrations

The current Defra background maps¹⁰ for Babergh and Mid Suffolk, which utilised the 2021 reference year, show that all predicted 2025 background concentrations of NO₂ are significantly below the annual mean AQSO¹¹ of 40µg/m³. Figure 2.5 depicts the predicted range of NO₂ concentrations throughout Babergh and Mid Suffolk.

¹⁰ Defra UK Air. Background maps. Available at: <https://uk-air.defra.gov.uk/data/laqm-background-home>.

¹¹ Defra UK Air. Air quality objectives. Available at: https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update_20230403.pdf.

Figure 2.5 - Babergh and Mid Suffolk NO₂ 2025 Contour Map (2021 Reference Year)



A key hotspot area can be seen to the southeast of the local authority boundary, within the vicinity of the Felixstowe Trinity Terminal Port. Other hotspots are the areas surrounding Ipswich and the A12 and A14 trunk roads. Although this map does highlight areas of higher concentrations, it is important to note that these hotspot areas are relative to the concentrations across Babergh and Mid Suffolk and all predicted background NO₂ concentrations lie significantly below the AQSO, an annual mean of 40µg/m³. Additionally, all areas lie below the WHO air quality guidelines of 10µg/m³ with the exception of the southeast area close to the Felixstowe Trinity Terminal Port.

The annual average for background levels of NO₂ for 2025 are predicted to be 5.7µg/m³. The highest NO₂ 2025 predicted background concentration of 12.0µg/m³ as predicted within the 1km x 1km grid square with the centroid grid reference of 625500, 177500. This is situated near the Felixstowe Trinity Terminal Port. The second highest concentration of 11.2µg/m³ was predicted within the vicinity of the A14 close to Claydon Business Park at the centroid grid reference 612500, 250500.

These two predicted concentrations are considerably below the AQSO of 40µg/m³ for NO₂.

Future years' background concentrations are forecast to continue to decrease. Average NO₂ concentrations across the UK are predicted to reduce by 25.5% from 2021 to 2030 using the 2021 reference year background maps. This is largely based on national measures to mitigate pollution.

Babergh and Mid Suffolk District Councils continue to recognise that local authorities are expected to work towards reducing emissions and concentrations of NO₂ in their area of jurisdiction.

2.1.4 Particulate Matter (PM₁₀)

No PM₁₀ monitoring was undertaken by Babergh and Mid Suffolk District Councils in 2023 and this has not been undertaken historically as PM₁₀ does not present a current issue within the Babergh and Mid Suffolk area.

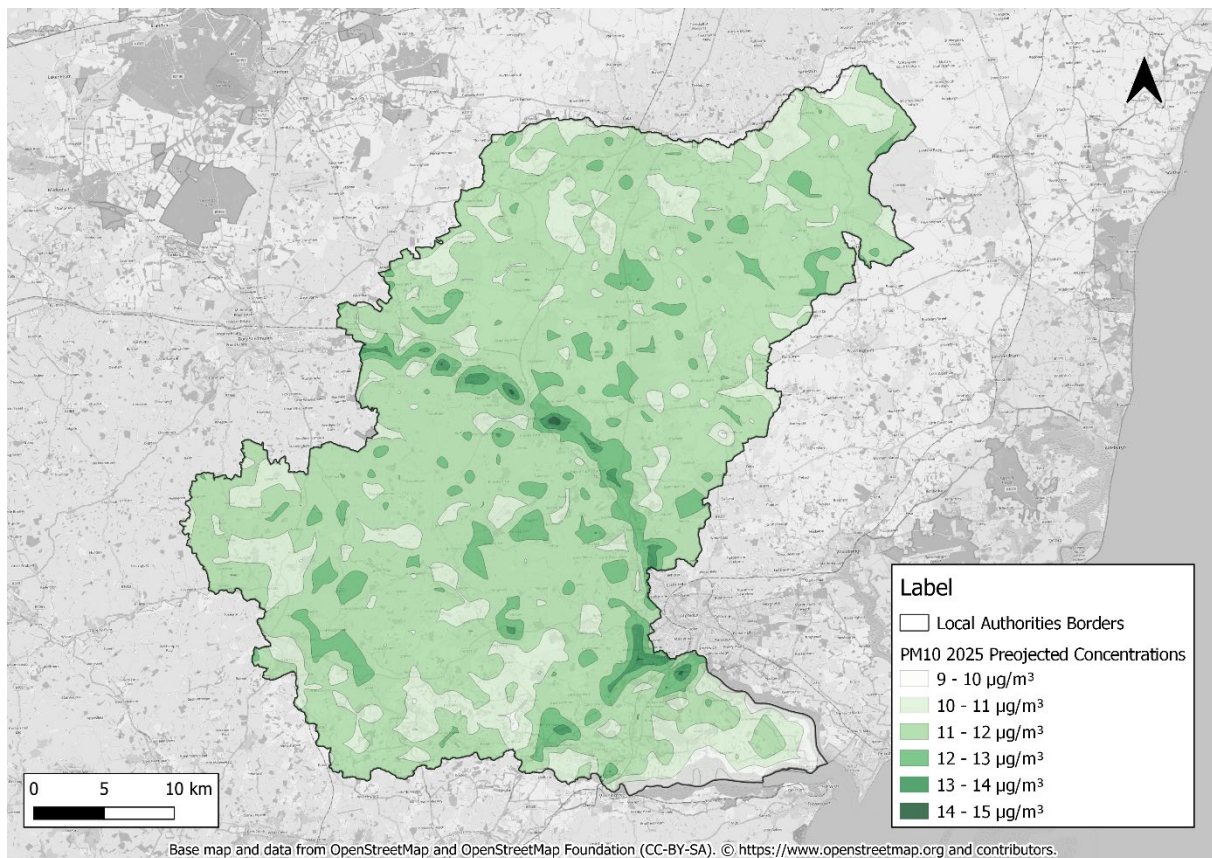
2.1.5 Background Map Concentrations

The 2021 reference year background maps¹² for Babergh and Mid Suffolk, have been used to highlight predicted PM₁₀ concentrations for the year 2025. The 2025 background concentrations of PM₁₀ for all grid locations in Babergh and Mid Suffolk fall significantly below the annual mean AQSO¹³ for PM₁₀ of 40µg/m³.

¹² Defra UK Air. Background maps. Available at: <https://uk-air.defra.gov.uk/data/lagm-background-home>.

¹³ Defra UK Air. Air quality objectives. Available at: https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update_20230403.pdf.

Figure 2.6 - Babergh and Mid Suffolk PM₁₀ 2025 Contour Map (2021 Reference Year)



Areas associated with higher predicted PM₁₀ concentrations can be seen within Figure 2.6. This contour map highlights the A14 and A12 trunk roads as being most predominantly affected by elevated concentrations.

The annual average for background level of PM₁₀ for 2025 is predicted to be 12.4µg/m³ in Babergh and Mid Suffolk, which falls significantly below the annual mean AQSO of 40µg/m³. The highest predicted PM₁₀ background concentration for 2025 of 16.0µg/m³ was predicted within the 1km x 1km grid square with the centroid grid reference of 606500, 258500. This is an area southeast of Stowmarket, close to the A14 and the A1120. Elevated concentrations can be expected within this grid square as it constitutes many PM₁₀ sources including road transport sources from the A14, A1120 and large carparks.

The second highest concentration of 15.4µg/m³ was predicted at the centroid grid reference of 603500, 260500 which is an area comprising the A14 and the A1308 intersection. Junctions and roads experiencing variable traffic flows can be considered an important road transport source of PM₁₀⁵. Actions to reduce air

pollution from road transport sources are further discussed in Sections 3 and 4 of this Strategy.

Babergh and Mid Suffolk District Councils recognise that local authorities are expected to work towards reducing emissions and concentrations of PM₁₀ in their area of jurisdiction.

2.1.6 Particulate Matter (PM_{2.5})

No PM_{2.5} monitoring was undertaken by Babergh and Mid Suffolk District Councils in 2023 and this has not been undertaken historically.

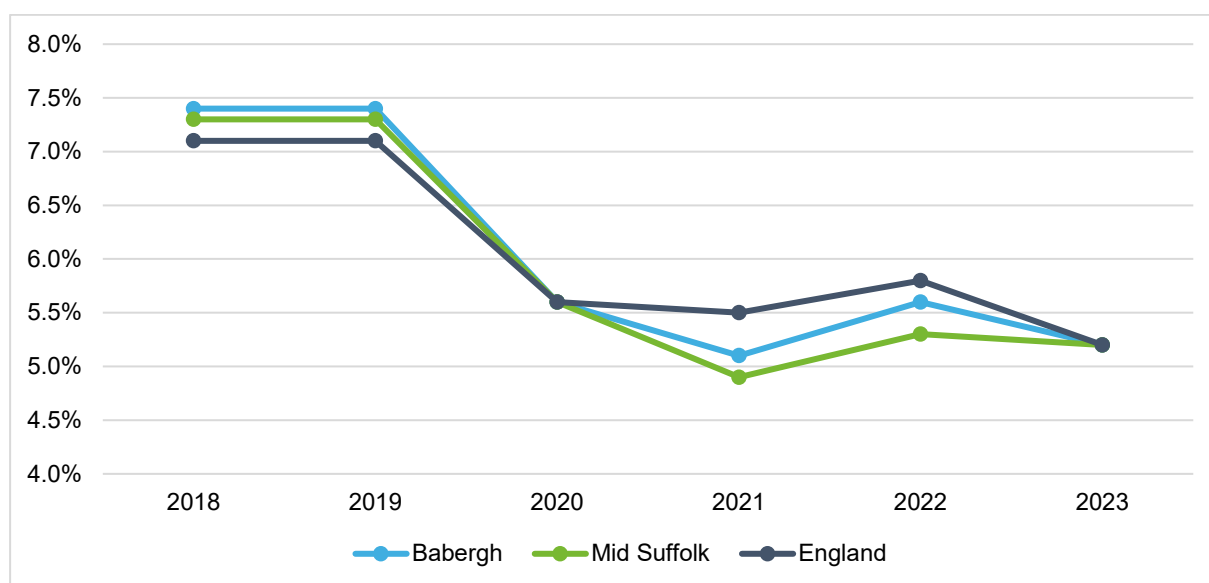
As detailed in Policy Guidance LAQM.TG22 (Chapter 8) and the Defra Air Quality Strategy¹⁴, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Public Health Outcomes Framework data tool¹⁵ compiled by Public Health England (PHE) quantifies the mortality burden of PM_{2.5} within England on a county and local authority scale. The 2023 fraction of mortality attributable to PM_{2.5} pollution across England is 5.2%. The fraction for Babergh and Mid Suffolk is also 5.2%, while the East region average is slightly higher at 5.4%. When compared to historical data, 2018 to 2023, the estimated fractions of mortality attributable to particulate air pollution have shown a decreasing trend within Babergh and Mid Suffolk. The estimated fractions for Babergh and Mid Suffolk have decreased approximately 30% between 2018 and 2023.

¹⁴ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023.

¹⁵ PHE. Public Health Outcomes Framework. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data>.

Figure 2.7 - Fraction of mortality attributable to PM_{2.5} pollution¹⁵



It should be noted that this figure only accounts for one pollutant (PM_{2.5}) for which stronger scientific evidence on links with mortality exist.

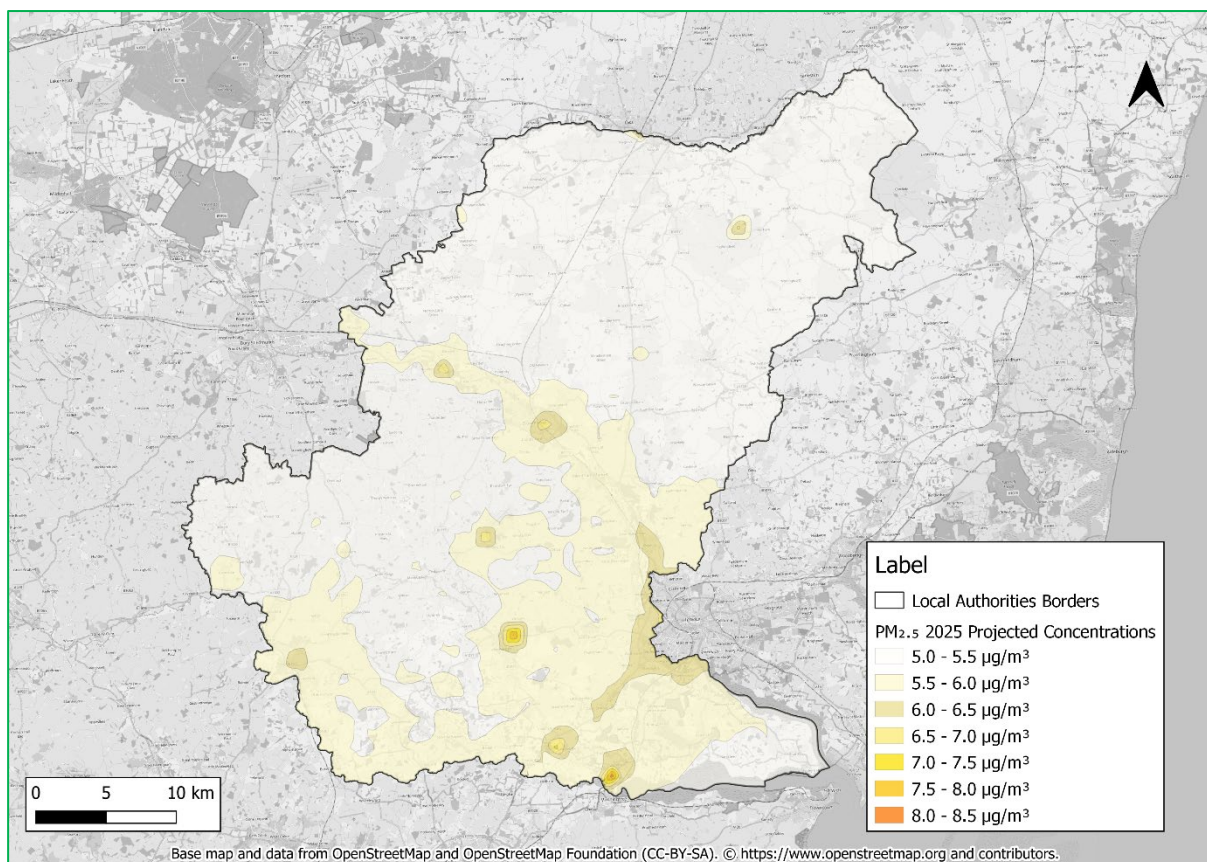
Babergh and Mid Suffolk District Councils recognise that local authorities are expected to work towards reducing emissions and concentrations of PM_{2.5} in their area of jurisdiction.

2.1.7 Background Map Concentrations

The 2021 reference year background maps¹⁰ for Babergh and Mid Suffolk, have been utilised to highlight predicted PM_{2.5} concentrations for the year 2025. The Defra background maps show that all 2025 background concentrations of PM_{2.5} in Babergh and Mid Suffolk are predicted to be significantly below the annual mean AQSO¹⁶ of 20µg/m³. The PM_{2.5} background map concentrations are visually presented in the contour map within Figure 2.8.

¹⁶ Defra UK Air. Air quality objectives. Available at: https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update_20230403.pdf.

Figure 2.8 - Babergh and Mid Suffolk PM_{2.5} 2025 Contour Map (2021 Reference Year)



For 2025, the annual average background level of PM_{2.5} in Babergh and Mid Suffolk was predicted at 6.0µg/m³. In September 2021, the WHO Air Quality Guidelines¹⁷ set out a new recommended level annual average concentration of PM_{2.5} of 5µg/m³. The WHO guideline does not represent a standard or legally binding criterion in the UK. It is noted that the predicted annual average background level of PM_{2.5} in Babergh and Mid Suffolk is currently higher than the WHO guideline concentration. However, it is important to note that background concentrations are forecast to continue to decrease in future years.

Figure 2.8 highlights that the area experiences a range of concentrations. Concentrations in relation to the A12 and A14 trunk roads are captured to a lesser

¹⁷ WHO. What are the air quality guidelines? Available at: <https://www.who.int/news-room/feature-stories/detail/what-are-the-who-air-quality-guidelines>.

extent for PM_{2.5} when compared to PM₁₀ and NO₂ concentrations (Figures 2.1 and 2.2). Hotspots include an area between Cattawade and Brantham and Lady Lane Industrial Estate. The highest concentration predicted was 8.8µg/m³ within the 1km x 1km grid square with the centroid grid reference of 610500, 233500. This grid square is between Cattawade and Brantham, it is a residential area close to agricultural land and an industrial area. Following this, the second highest concentration of 8.5µg/m³ is located in Lady Lane Industrial Estate in Hadleigh, with the centroid grid reference of 603500, 243500.

These concentrations are significantly below the AQSO and are already complying with the maximum annual mean concentration target of 10µg/m³ to be achieved by 2040 as set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

3 Babergh and Mid Suffolk District Councils' Air Quality Priorities

3.1 Public Health Context

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions¹⁸. Studies have shown that long-term exposure to air pollution reduces life expectancy, with short-term exposure impacting on pre-existing conditions such as asthma¹⁹.

Mounting scientific evidence shows the scale of the impact of poor ambient air quality on health. In December 2020, the first case of air pollution being ruled as the cause of death was recorded for nine-year old, Ella Kissi-Debrah as a result of failure to reduce pollution levels to legal limits within the London Borough of Lewisham. Poor air quality is considered to be a significant contributory factor to the loss of life. The Committee on the Medical Effects of Air Pollution (COMEAP) provide advice to Government relating to air pollution. COMEAP has increasingly sought to consolidate evidence on the health burden and impacts of various pollutants, both in single occurrence and pollutants in combination. According to COMEAP, the annual mortality burden attributable to human-made air pollution in the UK, specifically related to NO₂ exposure, is estimated to range between 28,000 and 36,000 deaths, with an associated loss of 328,000 to 416,000 life years.

Local authorities across England have a central role in achieving improvements in air quality and have a range of powers which can effectively help to improve air quality. The involvement of public health officials is crucial in playing a role to assess public

¹⁸ Environmental equity, air quality, socioeconomic status and respiratory health, 2010; Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

¹⁹ Public Health England. Guidance: Health Pollution Matters, 2018. Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>.

health impacts and provide guidance on taking appropriate action to reduce exposure and improve the health of everyone within Babergh and Mid Suffolk.

The Air Quality Indicator in the Public Health Outcomes Framework (England) provides further impetus to join up action between the various local authority departments which impact on the delivery of air quality improvements. The “Air Quality – A Briefing for Directors of Public Health²⁰” document, published in March 2017 by Defra, provides a one-stop guide to the latest evidence on air pollution, guiding local authorities to use existing tools to appraise the scale of the air pollution issue in its area. It also advises local authorities how to appropriately prioritise air quality alongside other public health priorities to ensure it is on the local agenda.

Section 2.1.6 provides the mortality burden of PM_{2.5} for Babergh and Mid Suffolk quantified by the Public Health Outcomes Framework data tool²¹ compiled by Public Health England (PHE). However, following on from a review of research into the death burden associated with the air pollution mixture rather than single pollutants acting independently, COMEAP are currently reviewing the ability to link deaths to one specific pollutant.

3.2 Planning and Policy Context

This Strategy encompasses the Councils’ plan to reduce air pollutant concentrations within its control; however, it is recognised that there are numerous existing and upcoming policies and strategies adopted at local, regional and national level that may also affect air quality in Babergh and Mid Suffolk. The relevant plans and strategies with potential to have an impact on pollutant concentrations have been detailed below.

²⁰ Defra, Public Health England. Air Quality A Briefing for Directors of Public Health, March 2017.

²¹ PHE. Public Health Outcomes Framework. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data>.

3.2.1 Babergh and Mid Suffolk District Council Joint Local Plan

Land-use planning plays an important role in improving air quality, strategically by setting out the broad location for development and locally through individual planning applications. Air quality is a material planning consideration to be reflected in relevant planning decisions. Part 1 of the Babergh and Mid Suffolk Joint Local Plan²² was adopted in November 2023 and contains several references to air quality.

Policy LP15 - Environmental Protection and Conservation specifically addresses the requirement for development proposals to demonstrate appropriate consideration of pollution as follows:

“a. Prevent, or where not practicable, mitigate and reduce to a minimum all forms of possible pollution including, but not limited to: air, land, ground and surface water, waste, odour, noise, light and any other general amenity, including public amenity and visual amenity impacts. This must be convincingly demonstrated by impact assessments where appropriate.

b. Significant adverse amenity impacts are avoided where a proposal is located adjacent to or close to existing uses. This would include an assessment of any identified amenity impacts that have a significant adverse effect and how the continued operation of existing use(s) would not be prejudiced”.

The background and explanation to policy LP15 states that: *“Applications within an Air Quality Management Area (AQMA) and major planning applications may be required to submit an air quality impact assessment to assess and quantify the impact on local air quality and to identify appropriate mitigation measures to ensure that development is acceptable on the grounds of air quality. Contributions may also be required towards the cost of air quality mitigation measures”.*

²² Babergh and Mid Suffolk District Councils. Babergh and Mid Suffolk Joint Local Plan – Part 1, 2023.

3.2.2 Suffolk County Council Local Transport Plan 2025-2040 and Implementation Plans

The fourth Local Transport Plan²³ presents Suffolk's vision for transport, highlighting the challenges and opportunities and the measures available to respond to them.

The Plan provides a set of objectives that will inform transport policy and investment decisions in Suffolk up to 2040. The Plan recognises that road transport emissions are the largest source of air pollution in urban areas in the UK, accounting for about 35% of nitrogen oxides and 12% of particulate matter emitted.

One of the Plan objectives is to encourage improvement to the transport network to resolve transport-related pollution by reducing motor traffic congestion, vehicle idling and pinch points that require deceleration and acceleration, particularly in built up areas where vehicle emissions are near residential dwellings and places of high footfall. The Plan recommends that air quality strategies developed during this period recognise the limitations and potential inequities of relying on only transitioning to zero-emission vehicles, and that strategies also focus on reducing the demand for motor car use in favour of active travel, micromobility, and passenger transport solutions.

The Area Transport Plans, further indicate how it is proposed to address local issues identified within the longer-term transport strategy.

As such, one of the objectives of Stowmarket Area Transport Plan²⁴ is to improve bus punctuality and reliability, with an aspiration to achieve:

- Town service – half-hourly,
- Interurban connections – at least 2-hourly with an aspiration of hourly, and
- Demand responsive services – daily connections.

²³ Suffolk County Council. Local Transport Plan 2025-2040. Available at: <https://www.suffolk.gov.uk/asset-library/suffolk-local-transport-plan-2025-2040.pdf>.

²⁴ Suffolk County Council. Stowmarket Area Transport Plan. Available at: <https://www.suffolk.gov.uk/asset-library/stowmarket-area-transport-plan.pdf>.

The Council will also continue to promote bus travel as a more sustainable way of connecting into Stowmarket, transitioning away from diesel buses through the Zero Emissions Bus Plan. By improving access to bus services, the Council hopes to improve local air quality.

Improvement of air quality is stated as a main objective within Sudbury Area Transport Plan²⁵. One of the ways the Plan aims to improve air quality is through the increased uptake of electric vehicles, including electric buses, in the town. Key measures will include support for a transition of the vehicle fleet to zero emission including the delivery and facilitation of electric vehicle charging points, zero emission car clubs and funding to enable zero emission buses. Electric Vehicle car clubs will be delivered and promoted throughout the course of the plan, the first of which is proposed on Queens Road.

3.2.3 Suffolk Air Quality Strategy and Action Plan

Suffolk Air Quality Strategy and Action Plan²⁶, published in May 2023 and updated in April 2025, sets out the range of actions identified as being important to the improvement of air quality, along with who is the lead authority for the work, timescales for implementation, and what measurements or outcomes will be achieved. The Plan includes measures aiming to achieve the following objectives:

1. Strategic Policy-Level Approach:

- Embed air quality and climate change considerations into internal and external policies
- Work with the Suffolk Climate Change Energy and Environment Board
- Integrate air quality co-benefits into funding proposals
- Include air quality references in local transport planning

²⁵ Suffolk County Council. Sudbury Area Transport Plan. Available at: <https://www.suffolk.gov.uk/asset-library/sudbury-area-transport-plan-24-02-25.pdf>.

²⁶ Suffolk County Council. Air Quality Strategy and Action Plan. Available at: <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/air-quality-management>.

2. Partnership Working:

- Engage with internal and external partners to raise air quality awareness
- Support the Suffolk Air Quality Network
- Collaborate with the Suffolk Food Partnership
- Work with academic partners to develop evidence-based approaches

3. Sustainable and Active Travel:

- Enable alternative transport modes (walking/cycling)
- Support school travel behaviour analysis
- Develop School Streets initiatives
- Encourage public transport and low-emission vehicle use

4. Traffic and Congestion Emissions Reduction:

- Transition Suffolk County Council's fleet to electric vehicles
- Encourage businesses to adopt low-emission delivery vehicles
- Support first/last mile delivery initiatives
- Develop EV charging infrastructure

5. Carbon Reduction:

- Improve home energy efficiency through retrofit measures
- Work with businesses and schools to reduce climate change impact
- Encourage low-emission vehicle adoption

6. Behaviour Change and Communication:

- Develop public engagement programs about air quality health impacts
- Raise awareness among businesses and schools
- Embed air quality information in respiratory health pathways

7. Planning and Monitoring:

- Ensure developments comply with environmental policies
- Encourage energy-efficient housing

- Highlight air quality concerns in planning applications

8. Green Infrastructure:

- Identify opportunities to use trees and hedgerows to improve air quality
- Plant species-appropriate trees in urban spaces
- Support nature-friendly farming practices

3.2.4 The Suffolk Climate Emergency Plan

All Councils within Suffolk have acknowledged the climate emergency and have committed to both reducing carbon emissions for their own estates and operations, and to work with partners across the region towards the aspiration of a net zero Suffolk by 2030. Measures related to transport and housing decarbonisation specifically would co-benefit air quality. The Plan recognises that transitioning to net zero will benefit air quality.

In terms of sustainable transport, the Plan aims for increased sustainable transport readiness, more efficient freight, reduced demand for car use and a transition to zero-emission fleet.

The Plan also aims to increase the numbers of residential building owners taking up insulation and low carbon energy measures in existing homes. This would ensure a lower usage of fossil fuel for heating.

3.2.5 Babergh & Mid Suffolk DC Carbon Reduction Management Plan and Action Plan

In 2019, Babergh & 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 commitment to become carbon neutral by 2030. The Carbon Management Plan²⁷ and associated Action Plan present the Councils' priorities and measures aimed at reducing carbon

²⁷ Babergh and Mid Suffolk District Councils. Carbon Reduction Management Plan. Available at: <https://www.midsuffolk.gov.uk/combating-climate-change>.

emissions up to 2030. Many planned carbon reduction measures such as those listed below will co-benefit air quality.

- **Sustainable Transport:** The Plan aims to encourage and enable active travel (walking and cycling), public transport and shared mobility as people's first choice for their short, frequent journeys. The Local Cycling and Walking Infrastructure Plan (LCWIP)²⁸ provides a prioritised programme of infrastructure improvements for future investment and a network plan for walking and cycling which identifies preferred routes and core zones.
- **Housing:** Grant funding is available to Mid Suffolk residents aimed at improving houses through insulation and switch to lower carbon heating²⁹. The Cosy Homes Initiative (Mid Suffolk), launched in November 2023 committed £2million to energy efficiency schemes. The new initiative aims to assist Mid Suffolk residents enhance the energy efficiency of their home through insulation measures, thus reducing fuel consumption for heating.
- **Businesses and Community:** The Plan aims to support businesses and community progress towards lowering their carbon footprint. Funding is available to support low carbon initiatives. The Net Zero Innovation Fund Suffolk is a fund, worth £100k, which has been set up to help businesses work toward achieving net zero. The Plug In Suffolk project is designed to improve EV infrastructure across the county and provide an alternative for those who do not have access to off-street parking. The project provides open access community charge points across the county. The Suffolk Climate Action Community Match Funder will be in place to help organisations deliver community-based carbon reduction projects, which will contribute to Suffolk's Climate Emergency Plan, and the county's vision to become carbon neutral by 2030.

²⁸ Babergh and Mid Suffolk District Councils. Local Cycling and Walking Infrastructure Plan. Available at: <https://www.midsuffolk.gov.uk/documents/d/asset-library-54706/local-cycling-and-walking-infrastructure-plan-methodology-report>.

²⁹ <https://www.midsuffolk.gov.uk/w/mid-suffolk-cosy-homes>.

4 Key Priorities and Actions to Improve Air Quality

Based on the information presented within Sections 2 and 3, Babergh and Mid Suffolk have defined the following areas as key priorities and actions.

4.1 Priority 1: Transport

Transport emissions are a key source of air pollution which can be reduced through promoting the use of active and cleaner travel and improving public transport networks. The source apportionment undertaken as part of the 2023 Sudbury AQAP identified cars and LGVs as the main contributor to NO_x emissions within the area. This highlights the importance of improving public transport services, encouraging active travel and increasing the uptake of cleaner vehicles. Table 5.1 presents a range of measures to improve air quality that directly support the overarching Transport priority, with many measures specifically targeting the reduction of NO_x emissions from cars and Light Goods Vehicles (LGVs).

Implementing publicly accessible and affordable electric vehicle (EV) charging points is essential to enabling and encouraging a modal shift to cleaner transport and lowering transport-related emissions. A network of EV charge points has already been installed across Babergh and Mid Suffolk District Councils' owned and managed car parks, and the Councils continue to work closely with Suffolk County Council's Plug In Suffolk programme to expand local charging infrastructure. This work includes facilitating the installation of charge points on district-council-owned land and within council-housing neighbourhoods through lease arrangements. The Councils also support the rollout of Plug In Suffolk's EV car club by identifying suitable locations within council car parks and community spaces, and by collaborating on communications and promotional activity to increase public awareness and uptake.

Improving access to active travel through enhanced cycling and walking infrastructure is a key strategy for reducing NO_x emissions and improving air quality, with detailed strategies presented in Section 4.2. Improving active travel also

contributes to reduced carbon emissions helping the District Councils achieve the target of net zero by 2030.

Babergh and Mid Suffolk are also committed to improving access to public transport to reduce car journey emissions. Whilst the Councils do not operate, or hold contracts for, passenger transport, wherever possible, we support transport delivery partners so that they can do this, and we are engaged, committed key stakeholders in the:

- [Suffolk Enhanced Partnership](#) (for bus travel)
- [East West Main Line Partnership](#) (for train travel).

Babergh and Mid Suffolk employees are encouraged to commute to work using sustainable travel options, wherever this is possible and practical, through several measures such as a Cycle to Work scheme, discounted rail and buses fares, discounted access to Park and Rides, facilitation of car sharing via a dedicated website. Employees also have the possibility to lease an Electric Vehicle (EV) through salary sacrifice.

4.2 Priority 2: Policy Guidance and Strategy

There are numerous existing policies and strategies detailed in Section 3.2 which affect Babergh and Mid Suffolk at either a local, regional or national level. In addition to these, there are other strategies which have an impact on transport emissions.

The LCWIP²⁸ has been developed in order to identify and prioritise cycling and walking infrastructure improvements needed, ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies, and make the case for future funding for walking and cycling infrastructure. The list of improvements and map of schemes remains a dynamic part of the LCWIP and therefore, the LCWIP will be reviewed regularly and is subject to changes and amendments.

A Vision for Sustainable Travel³⁰ outlines Babergh and Mid Suffolks' wider ambitions and key values around active and sustainable travel. The Vision's goals are to achieve the following:

- More people choosing to walk or cycle for their regular short journeys – whether this be within or in between towns and villages - instead of getting in the car;
- Increase in the frequency of active travel and people walking or cycling to work, year on year, captured in the statistics above;
- More space for safe, comfortable and appealing cycling and walking routes will have been created, and more active travel facilities installed; and
- Implementation of schemes identified within the LCWIP, including safe road crossings, segregated or off-road cycle and pedestrian paths and bicycle parking.

4.3 Priority 3: Public Information Campaigns

The Councils are committed to share public information on air quality via a range of actions. One of the priorities is to continue involvement in annual Clear Air Day campaigns which are a key opportunity for informing the public about the health effects of poor air quality and the actions they can take. In June 2023, various actions were taken for Clean Air Day. The national theme was 'Clean up our air to look after your mind', emphasising the link between poor air quality and the increased prevalence of mental health and brain conditions. There was a social media campaign using the national resources, and the Suffolk councils organised a lunch time walk from the shared office location. For Clean Air Day 2025 the Suffolk councils relaunched their 'Anti vehicle-idling' campaign, engaging positively with school

³⁰ Babergh and Mid Suffolk District Councils. A Vision for Sustainable Travel. Available at: <https://www.babergh.gov.uk/documents/d/asset-library-54706/babergh-mid-suffolks-vision-for-sustainable-travel-2022>.

children and parents at school gates. The Clean Air Day work is an example of successful individual and partnership working to target a range of audiences.

Mid Suffolk residents can access free, impartial support through the 'Retrofit and Energy Advice for Communities and Households' (REACH) programme, which provides tailored guidance on home retrofit, insulation and low-carbon heating. As part of this service, REACH emphasises the importance of ventilation as a core element of a whole-house approach, ensuring that energy-efficiency measures do not lead to poor indoor air quality, condensation or mould. The programme also helps households understand options for reducing emissions from older, higher-polluting heating systems, and is particularly valuable for residents at risk of fuel poverty by improving warmth, comfort and health outcomes.

REACH signposts residents to schemes offering home assessments, provides advice on available grants and accredited installers, and supports longer-term behaviour change by increasing awareness of energy use, ventilation and indoor air quality. This work complements Suffolk-wide climate and retrofit initiatives and aligns with national standards such as PAS 2035 and NICE guidance, both of which emphasise that effective ventilation must be integrated into any domestic retrofit to ensure a healthy indoor environment and protect occupant wellbeing.

4.4 Priority 4: Air Quality Monitoring

In Babergh and Mid Suffolk, from January 2026 there are 13 locations where passive diffusion tube monitoring of NO₂ is being carried out, 8 within Babergh and 5 within Mid Suffolk. The roadside monitoring of NO₂ is a useful way to assess the extent of air pollution in the area. It also helps to understand the impact of the implemented strategies and policies in place with regards to transport changes. As part of the Councils' commitment to improved air quality monitoring and public transparency, there are plans to expand the passive NO₂ diffusion tube network to additional sites in the coming year, which will provide more comprehensive data and greater public reassurance about air quality in the districts.

5 Summary of Air Quality Strategy Measures

Measures to maintain and further reduce pollutant concentrations are set out in Table 5.1 below. Annual progress will be reported in the Annual Status Reports to be submitted to Defra. The Strategy will be reviewed every 3 years and updated as appropriate.

Table 5.1 – Summary of Air Quality Strategy Measures

Measure No.	Measure Title	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Monitor air quality across the districts to enhance our ability to deliver timely, accurate information to the public	Public information	Other	2014	Ongoing	Babergh-Mid Suffolk District Councils	Babergh-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 and the number of monitoring sites will be expanded under this Strategy.	
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-Mid Suffolk District Councils Suffolk County Council Suffolk Climate Change Partnership (includes all Suffolk local authorities)	Babergh-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-Mid Suffolk District Councils Suffolk County Council	Babergh-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-Mid Suffolk District Councils	Babergh-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	
5	Improve access to public transport through progress of the Vision for Sustainable Travel strategy	Promoting travel alternatives	Other	2021	Ongoing	Babergh-Mid Suffolk District Councils	Babergh-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)		

Measure No.	Measure Title	Category	Classification	Year Measure Introduced	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
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	£100k - £500k	Implementation	Encourage cycling and walking and Modal Shift	Number of schemes in place	13 cycling and walking infrastructure projects funded	
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-Mid Suffolk District Councils	Babergh-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-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 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-Mid Suffolk District Councils	Babergh-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-Mid Suffolk District Councils	Babergh-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-Mid Suffolk District Councils	Babergh-Mid Suffolk District Councils	Funded	£500k - £1m	Implementation	Reduced vehicle emissions	Emissions from vehicles reduced compared to existing diesel fleet	Funding approved. Procurement in process.	
12	Subsidised e-bike rental schemes	Transport planning and infrastructure	Public cycle hire scheme	2024	Ongoing	Babergh-Mid Suffolk District Councils	Babergh-Mid Suffolk District Councils	Funded	£10k - 50k	Implementation	Reduced emissions of Nitrogen dioxide and particulate matter	Reduced emissions due to increase in cycling	2 schemes implemented in Sudbury 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-Mid Suffolk District Councils Suffolk County Council	Babergh-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	Contributed to the development of the Plan through consultation processes. The Local Transport Plan 2025 – 2040 was published in February 2025.	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced	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
												Management Areas.	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-Mid Suffolk District Councils	Babergh-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	
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-Mid Suffolk District Councils	Babergh-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-Mid Suffolk District Councils	Babergh-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	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced	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
18	Provision of travel plans through planning process	Policy guidance and development control	Air Quality Planning and Policy Guidance	2023	Ongoing	Babergh-Mid Suffolk District Councils	Babergh-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	Campaign includes social media campaign using national resources, walks, bike maintenance and e-bike trials arranged 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 2024	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-Mid Suffolk District Councils	Babergh-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 on the Councils' websites	Public information	Via the internet	2018	Ongoing	Babergh-Mid Suffolk District Councils	Babergh-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 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-Mid Suffolk District Councils	Babergh-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 2024, 9 schools held accreditation, and 4 others started the accreditation process in Babergh-Mid Suffolk	Competing demands on school time
25	Sustainable travel community engagement events	Promoting travel alternatives	Promotion of cycling Promotion of walking Promote use of rail Other	2024	2024	Mid Suffolk District Council	Mid Suffolk District Council	Funded	< £10k	Implementation	Reduced emissions of Nitrogen dioxide and particulate matter if alternative methods of sustainable travel are used	Increased cycling and walking trips Increased use of public transport Reduction in single occupancy of vehicles	2 events in Needham Market and Eye featured family activities to encourage more cycling and walking, free bicycle safety checks, maintenance and security marking, information about public transport, and advice on how to switch to more sustainable travel options	
26	Cycle training through the 'Bikeability' scheme	Promoting travel alternatives	Promotion of cycling	2023	2024	Suffolk County Council	Suffolk County Council	Funded	< £10k	Implementation	Encourages cycle use	Number of participants in scheme	1,144 students in schools in Babergh and Mid Suffolk were trained to Bikeability Level 2 in 2024	
27	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.	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced	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
28	Adoption of flexible working arrangements	Promoting travel Alternatives	Encourage/facilitate home working	2015	Ongoing	Babergh-Mid Suffolk District Councils	Babergh-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
29	Pool car fleet of electric vehicles	Promoting low emission transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	2017	Ongoing	Babergh-Mid Suffolk District Councils	Babergh-Mid Suffolk District Councils	Funded	£100k - £500k	Completed	Ongoing reduced vehicle emissions	Usage and miles driven	All pool cars are electric	Ongoing costs associated with maintenance, servicing of EV but purchase cost has been reported previously
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	All Suffolk local authorities, Suffolk County Council Public Health, UK Health Security Agency, NHS, Suffolk Sustainability Institute, University of Suffolk, 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.	

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
AQSO	Air Quality Strategy Objectives
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
TRO	Traffic Regulation Order

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