Air Quality Annual Status Report (ASR) 2026

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

June 2026

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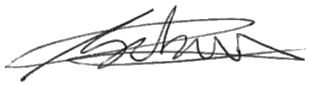

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Air quality in West Suffolk

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. (Public Health England Air Quality - A guide for directors of public health (local.gov.uk) 2017,
Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006).

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 (NO2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur dioxide (SO2)	Sulphur dioxide (SO2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate matter (PM10 and PM2.5)	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 PM2.5 are particles under 2.5 micrometres.

The mortality burden of air pollution within the UK can be attributed to and is equivalent to around 30,000 deaths annually (Royal College of Physicians,2025), with a total estimated healthcare cost to the NHS and social care of £157 million in 2017 (Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018), with modelling suggesting the cumulative cost at £1.6 billon between 2017 and 2025 (OHID. Air Pollution: applying all out health 2022) The public health outcomes framework indicator for the fraction of mortality attributable to particulate air pollution for West Suffolk was 5.3 per cent, this is in line with the value for England, which is 5.2 per cent.

West Suffolk is a mix of market towns (Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket) and more rural village communities. The regionally

important strategic road links of the A11 and A14 also cross the area. The north of the area hosts two large air bases operated by the United States air force, while many of the district's towns have large industrial areas. Agriculture is also an important part of the district economy, with both arable farming and pig farming being prevalent.

One of the main sources of pollution in the area is road traffic, which is generally worst in the market towns. We monitor for the pollutant nitrogen dioxide, which is considered the main pollutant of concern for road vehicles and is particularly linked to heavy goods vehicles (HGVs) and other diesel vehicles. Consequently, the majority of our monitoring is adjacent to busy roads within our market towns, with the main exception to this being the village of Great Barton where significant monitoring is also undertaken adjacent to the A143. Monitoring is undertaken using diffusion tubes, which are small plastic test tubes that contain a material that reacts with the air. Diffusion tubes passively monitor the air for approximately a month before being sent to an independent laboratory for analysis and replaced with a new tube to monitor the next month.

Particulates, also known as PM10 and PM2.5 (particulate matter with an aerodynamic diameter of 10µm (micrometres) or less and 2.5µm or less respectively), are also an important pollutant. Particulates are associated with various sources of pollution including domestic burning, road traffic and industrial processes. Particulates can also be associated with natural sources, such as pollen and sea salt, and international sources. The east and southeast of England have a greater proportion of international particulate pollution than the north and west of England. Secondary particulate pollutants can also form from ammonia, nitrogen dioxide and other gases, with the most significant source of secondary particulate pollution being ammonia from farming activities, currently PM10 and PM2.5 are not monitored in West Suffolk.

Other pollutants, such as sulphur dioxide and carbon monoxide, have been considered and assessed and confirmed as not being at risk of exceeding their respective air quality objectives based on Defra modelling data.

Air quality was impacted in 2020, and to a lesser extent in 2021, by the changes to day-to-day life caused by the COVID-19 pandemic. The reduced level of traffic due to lock downs and changes in working patterns caused a drop in levels of nitrogen dioxide at every monitored location in West Suffolk in 2020. 2021 was again impacted by COVID-19 related lockdowns and restrictions, however, this impact was not as significant as the previous year. When comparing levels of nitrogen dioxide recorded in 2025 to previous years it is important to understand that 2020 and 2021 were not typical years and a better appreciation of the long-term trend can be established from comparing 2025 levels to pre-pandemic years.

Nitrogen dioxide pollution in West Suffolk is generally relatively low and is showing a long-term improvement at monitored locations throughout the area. Particulate pollution is slightly higher than the national average, however, this is not due to local sources, but is a result of the disproportionate impact of international particulate pollution on the eastern region. However, the importance of continuing to improve the local air quality is at a higher profile than ever before as more information on the health impacts of air pollution is discovered.

Each of the five market towns, as well as the village of Great Barton and a small number of other villages, have air quality monitoring, the results of which are summarised below.

- **Brandon, Haverhill, Mildenhall and Newmarket** continue to show concentrations of nitrogen dioxide below (that is compliant with) the air quality objective level. Recorded levels in 2025 were broadly comparable to those measured in 2024, with most sites slightly higher. Results from all sites remain lower than those from 2019 and other pre-pandemic years.

- **Bury St Edmunds** is the largest town in West Suffolk and consequently has the most monitoring points. Recorded levels in 2025 were broadly comparable to those measured in 2024, with most sites slightly higher. Results from all sites remain lower than those from 2019 and other pre-pandemic years.

- **Great Barton** is a village to the northeast of Bury St Edmunds with a main road (A143), which is a designated HGV route, cutting through it. A row of cottages either side of, and including, the former Post Office are situated close to this road and were designated as an AQMA, however, nitrogen dioxide levels have been below the objective since 2020. Recorded levels in 2025 were broadly comparable to those measured in 2024, with majority of sites slightly lower. Results from all sites remain lower than those from 2019 and other pre-pandemic years. Due to this West Suffolk has revoked the Great Barton AQMA (Air Quality Management Area).

- **Tuddenham** has a single monitoring point that was introduced in the village at the beginning of 2022 at the request of the parish council; this showed relatively low levels of pollution, being less than half of the annual mean objective, this has carried on in 2025 with results remaining low.

- **Lakenheath and Kentford** have a monitoring point in the centre of both of these villages. The recorded level for 2025 was higher than that recorded in 2024, but has continued to be below half of the national objective.

- **Exning** has had two monitoring points introduced in the village in March 2023, both monitoring points have recorded results being less than half of the annual mean objective. Recorded levels in 2025 were broadly comparable to those measured in 2024.

- **Clare** has two monitoring points, both monitoring points have recorded results being less than the annual mean objective. Recorded levels in 2025 were broadly comparable to those measured in 2024.

As most of the nitrogen dioxide pollution within West Suffolk originates from road traffic, West Suffolk works closely with the local highway authority (Suffolk County Council), who have a designated point of contact for air quality matters. We are also working closely with the Suffolk County Council public health team who work to increase awareness across Suffolk of the health impacts of air pollution and how people can reduce their exposure and protect their health.

Actions to improve air quality

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

The Environmental Improvement Plan (Defra. Environmental Improvement Plan 2023, January 2023) sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term PM2.5 targets. The National Air Quality Strategy, published in 2023, provides more information on local authorities' responsibilities to work towards these new targets and reduce PM2.5 in their areas. The Road to Zero (Department for Transport. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018) details the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of AQMAs are designated due to elevated concentrations heavily influenced by transport emissions.

Anti-idling campaign

West Suffolk Council has directly engaged with schools on an anti-idling campaign. This has involved going into schools to work directly with pupils and teachers who are then engaging with parents at school collection. The first events proved successful with positive feedback received from teachers, parents, and children. We have worked with Suffolk County Council road safety officers to help distribute anti-idling materials to all schools currently on the road safety scheme. We contacted all schools in West Suffolk during the 2025/2026 school year to try and organise anti-idling events and throughout the academic year we have continued to distribute anti idling banners and other materials to schools.

Zero emission vehicles

West Suffolk Council has focused on the promotion of electric vehicles (EVs) since undertaking our first EV showcase event in 2016. As growth and awareness in EVs has increased we have switched our focus to the delivery of infrastructure, and during 2022 we delivered our third round of chargepoint installations under the Office for Zero Emission Vehicles (OZEV) on-street residential chargepoint scheme (ORCS). At the end of December 2025, West Suffolk with partners SCC and the LEVI Scheme have installed public EV chargepoints to allow 124 vehicles to charge at any one time. Suffolk County Council – Plug in Suffolk

West Suffolk Council also have the following electric vehicles:

- seven small vans
- four transit van
- four street sweepers
- one mowing machine
- one mobile plant (digger)

Figure 1: Pictures of electric street sweeper

Figure 2: Picture of electric vehicle

West Suffolk Council are also working with partners across Suffolk and Norfolk to ensure regional strategies and plans are aligned and complementary. Colleagues at Suffolk County Council are delivering public chargepoints in more rural areas through their Plug-in Suffolk scheme.

Carbon reduction activities

West Suffolk Council undertake a number of carbon reduction activities that will help to reduce our impact on the environment and reduce our reliance on fossil fuels. This includes our solar farm, our solar for business scheme, tree planting, reduction in fuel use and increased recycling rates. Although these are generally not direct air quality improvement measures, they do all have a positive impact on air quality and underline our commitment to sustainability.

Further information on our carbon reduction work can be found in the environmental policy statement, which can be viewed on the West Suffolk Council Tackling climate change webpages.

Suffolk County Council actions

As a district council, West Suffolk Council works closely with Suffolk County Council (SCC) on air quality. Many of the areas that impact air quality, such as highways and sustainable transport are the responsibility of Suffolk County Council. Some of the work undertaken by SCC in the past year includes:

- Suffolk Air Quality Strategy Action Plan delivery
- ongoing engagement relating to the health impacts of air quality
- Bikeability courses at schools throughout the district
- Plug-in Suffolk electric vehicle charging infrastructure scheme
- first mile – last mile.

Conclusions and priorities

Air quality in West Suffolk continues to be relatively good, with all the monitored locations being below (that is compliant with) the air quality objectives. Most monitoring locations in 2025 were relatively similar to 2024 but were below pre-pandemic levels at every location which is consistent with the long-term downward trend in nitrogen dioxide pollution levels. Nitrogen dioxide monitoring will continue throughout the district.

West Suffolk continues to grow, with major developments in Bury St Edmunds, Newmarket and Haverhill continuing. It is important for West Suffolk to continue to monitor throughout the area and react to any new information that becomes available.

Our main ongoing actions for 2026 are to continue to expand the provision for EV charging infrastructure and continue working with schools and other organisations with our anti-idling campaign. We will also endeavour to continue working with Suffolk County Council in supporting the delivery of the Air Quality Strategy Action Plan. Gaining significant engagement at a local level given the largely rural locality will remain a challenge in West Suffolk.

Local engagement and how to get involved

As an individual there are many actions that can be taken to improve the air quality and reduce air pollution. This will improve the quality of life for everyone, 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.

- Consider purchasing an electric vehicle; the costs are reducing, and the technology and infrastructure are making this technology more practical for more people.

- Reduce emissions from your car by ensuring it is regularly serviced and well maintained, ensure you only carry the weight you need, and you drive in a gentle, steady manner.

- Don’t idle your vehicle’s engine when parked. You can contact West Suffolk Council if you would like us to do a presentation about vehicle idling to your school or organisation.
- When buying a traditionally fuelled vehicle consider the most fuel-efficient petrol vehicle rather than buying a diesel vehicle.
- Encourage your employer, school, or college to set up a Green Travel Plan.
- Car share, to reduce emissions and save money. See the Suffolk Car Share website for further details.
- If you own a property with a log burner or open fire make sure 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 further information.
- Avoid having bonfires at home, try to compost instead.

Make sure your domestic boiler is well serviced to avoid unnecessary nitrogen dioxide or particulate emissions.

For up-to-date information on air quality in West Suffolk, please visit our Air quality webpage.

Local air quality management

This report provides an overview of air quality in West 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. It shall also include the dates by which each measure will be carried out. This annual status report (ASR) is an annual requirement showing the strategies employed by West Suffolk Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table ES 2.2.

Table ES 3.2 – Air quality objectives of key pollutants

Pollutant	Objective (concentration)	Averaging period	Allowable exceedances and notes
Nitrogen dioxide (NO2)	200 µg/m³	1-hour mean	Not to be exceeded more than 18 times a year
	40 µg/m³	Annual mean	–
Sulphur dioxide (SO2)	350 µg/m³	1-hour mean	Not to be exceeded more than 24 times a year
	125 µg/m³	24-hour mean	Not to be exceeded moe than 3 times a year
	266 µg/m³	15-minute mean	Not to be exceeded more than 35 times a year
Particulate matter (PM10 and PM2.5)	50 µg/m³	24-hour mean	Not to be exceeded more than 35 times a year
	40 µg/m³	Annual mean	–

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.

There are currently no declared AQMAs in West Suffolk.

2.2 Progress and impact of measures to address air quality in West Suffolk

Defra's appraisal of last year's ASR concluded that West Suffolk Council should continue to undertake monitoring for nitrogen dioxide throughout the district and report results in the 2025 ASR.

West Suffolk Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. 19 measures are included within Table 2.2, with the type of measure and the progress West Suffolk Council or its partners have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

Key completed measures are the launch of the clean air business scheme, the continued increase of electric vehicle charging infrastructure, infrastructure changes that have helped air quality and the public awareness campaigns that West Suffolk is supporting Suffolk County Council to complete.

West Suffolk Council's priorities for the coming year are to establish which actions can be taken to better tackle particulate pollution.

West Suffolk Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Suffolk County Council
- University of Suffolk

The principal challenges and barriers to implementation that West Suffolk Council anticipates facing are reducing car use in a largely rural area and understanding the various sources of particulate pollution.

Table 2.1 – Progress on measures to improve air quality

Measure number	Measure	Category	Classification	Year measure introduced in AQAP	Estimated or actual completion date	Organisations involved	Funding source	Defra AQ grant funding	Funding Status	Estimated cost of measure	Measure status	Reduction in pollutant or emission from measure	Key performance indicator	Progress to date	Comments or barriers to implementation
1	Electric vehicle charging points through planning	Promoting low emission transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, gas fuel recharging	2016	Ongoing	West Suffolk	Not applicable	No	Funded	< £10k	Implementation	Not possible to directly measure	Number of relevant planning applications with conditions successfully applied	Implemented and conditions being successfully imposed and delivered on new developments	Where building regulations require installation of charge points this action is no longer required
2	Electric vehicle charging infrastructure on council owned land	Promoting low emission transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, gas fuel recharging	2017	January 2019	West Suffolk, Babergh Mid Suffolk, Highways England providing funding for Rapid chargers	Highways England	No	Funded	£10k - 50k	Completed	Not possible to directly measure	Number of additional charge points installed	Rapid charge point installed January 2019	Energy delivered to drivers powered 546,241 miles up 30% compared to 2023-24..
3	Electric vehicle charging infrastructure on council owned land	Promoting low emission transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, gas fuel recharging	2016	Ongoing	West Suffolk	Section 106 funds, council investment and private investment	No	Funded	£100k - £500k	Implementation	Not possible to directly measure	Number of additional charge points installed	Fast chargers installed in Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket. Rapid chargers installed in Newmarket and Mildenhall	Charger points installed in 2017, 2020, 2021 & 2022. Strategy for future installations developed.
4	On Street electric vehicle charging infrastructure	Promoting low emission transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, gas fuel recharging	2018	Phase 1 completed Q1 2019.	West Suffolk, OLEV and EST	OLEV and West Suffolk Council	No	Funded	£10k - 50k	Completed	Not possible to directly measure	Number of additional charge points installed	22 points installed	Chargepoints being upgraded in 2023
5	Business Grant Promotions for businesses to move to ULEV including 'Electric	Promoting low emission transport	Company vehicle procurement - prioritising uptake of low emission vehicles	2016	Ongoing	West Suffolk and BEE Anglia	ongoing	No	Funded	£10k - 50k	Implementation	Not possible to directly measure	Increased uptake in electric vehicles	7 businesses now have had a EV charger installed and 1 has receive an Electric Vehicle	

Measure number	Measure	Category	Classification	Year measure introduced in AQAP	Estimated or actual completion date	Organisations involved	Funding source	Defra AQ grant funding	Funding Status	Estimated cost of measure	Measure status	Reduction in pollutant or emission from measure	Key performance indicator	Progress to date	Comments or barriers to implementation
	Innovation' event as part of the West Suffolk Business Festival.														
6	Taxi licensing conditions making idling in a taxi rank or on the highway a penalty within the taxi handbook, with the potential for penalty points to be added to the drivers council licence.	Promoting Low Emission Transport	Taxi Licensing conditions	2017	Conditions implemented in 2017	West Suffolk Council	Not applicable	No	Funded	< £10k	Completed	12% reduction in pollution at taxi rank between 2017 and 2019	Reduction in Nitrogen dioxide at taxi rank locations	Implemented and continue to monitor	Measure was backed up by regular visits to taxi rank by licensing enforcement officer during 2024
7	Anti-idling campaigns including school anti-idling events	Public information	Via other mechanisms	2018	June 2019	West Suffolk Council, Suffolk County Council	West Suffolk Council	No	Partially funded	< £10k	Implementation	Not possible to directly measure	Reduction in idling at key locations	. Ongoing implementation	
8	Eco driving courses for council staff	Vehicle fleet efficiency	Driver training and eco driving aids	2017	Ongoing	West Suffolk Council	Energy Savings Trust	No	Funded	< £10k	Implementation	Not possible to directly measure	Number of staff completing course	Ongoing	Staff mileage has significantly reduced since start of COVID-19 pandemic due to a more flexible working approach.
9	Promotion of better domestic solid fuel burning	Public information	Via the Internet	2018	Ongoing	West Suffolk Council	West Suffolk Council	No	Partially Funded	< £10k	Implementation	Not possible to directly measure	Lower emissions from private fuel burning (not measurable)	Promoted on West Suffolk website and via West Suffolk and Environmental Health Social Media pages	

Measure number	Measure	Category	Classification	Year measure introduced in AQAP	Estimated or actual completion date	Organisations involved	Funding source	Defra AQ grant funding	Funding Status	Estimated cost of measure	Measure status	Reduction in pollutant or emission from measure	Key performance indicator	Progress to date	Comments or barriers to implementation
10	South-East Bury St Edmunds relief road	Traffic management	Strategic highway improvements, re-prioritising road space away from cars, including access management, selective vehicle priority, bus priority, high vehicle occupancy lane	2020	2026	West Suffolk Council, Suffolk County Council and Developer	Development	No	Funded	£1 million - £10 million	Planning	Due to open 2026	Measured concentration in Nitrogen Dioxide on Sicklesmere Road	Planning permission granted in Spring 2020	Completion of road prior to 400 dwellings completed to be a condition of the planning approval
11	Haverhill North-West relief road	Traffic management	Strategic highway improvements, re-prioritising road space away from cars, including access management, selective vehicle priority, bus priority, high vehicle occupancy lane	2018	2025	West Suffolk Council, Suffolk County Council and developer	Development	No	Funded	£1 million - £10 million	Implementation	To be confirmed closer to opening date - likely in the region of 20% reduction in NO2 along Withersfield Road	Measured concentration in Nitrogen Dioxide on Withersfield Road	Completed	
12	Great Barton AQAP - improvement of 'Bunbury Arms' junction to Thurston	Traffic management	Strategic highway improvements, re-prioritising road space away from cars, including access management, selective vehicle priority, bus priority, high vehicle occupancy lane	2018	2026	Suffolk County Council	Section 106 funds	No	Funded	£100k - £500k	Planning	To be confirmed	Monitoring of queues through Great Barton	Outline design completed	
13	Suffolk Car Share	Alternatives to private vehicle use	Car and lift sharing schemes	Ongoing	Ongoing	Suffolk County Council	Suffolk County Council	No	Funded	< £10k	Implementation	Not possible to directly measure for a single district	Number of scheme participants	Over 3000 members	

Measure number	Measure	Category	Classification	Year measure introduced in AQAP	Estimated or actual completion date	Organisations involved	Funding source	Defra AQ grant funding	Funding Status	Estimated cost of measure	Measure status	Reduction in pollutant or emission from measure	Key performance indicator	Progress to date	Comments or barriers to implementation
14	West Suffolk Council cycling initiatives	Alternatives to private vehicle use	Other	Ongoing	Ongoing	West Suffolk Council	West Suffolk Council	No	Funded	< £10k	Implementation	Not possible to directly measure	Numbers of employees cycling to work, business miles completed by bike	4 Pool bikes available at main office, 2 standard and 2 lightweight electric bikes ,incentives to cycle to work, free bike servicing at work	
15	Clean air business scheme	Public information	Other	2022	Ongoing	West Suffolk Council, Suffolk County Council	West Suffolk Council	No	Funded	£1,000	Implementation	Not possible to directly measure	Number of business presented with a Clean Air Business award	Scheme launched on clean air day 2022. Good interest from businesses on how to improve air quality but no formal awards presented.	Although businesses are interested, the commitment needed to gain a formal award is not a priority.
16	Bikeability scheme	Promoting travel alternatives	Promotion of cycling	2022	Ongoing	Suffolk County Council	Suffolk County Council	No	Funded	<£10k	Implementation	Not possible to directly measure	Number of children passing	Well established scheme targeting primary schools throughout the county. Bikeability completed at 14 Schools in West Suffolk in 2023 In 2024,1199 pupils across Suffolk received Bikeability training.	Added to the ASR in 2022 but has been ongoing for a number of years
17	Modeshift stars schools	Promoting travel alternatives	School travel plans	2022	Ongoing	Suffolk County Council	Suffolk County Council	No	Funded	<£10k	Implementation	Not possible to directly measure	Number of schools registered	Well established scheme targeting schools throughout the county. Eight schools currently registered in West Suffolk including Great Barton Primary School located close to the Great Barton AQMA	Added to the ASR in 2022 but has been ongoing for a number of years

Measure number	Measure	Category	Classification	Year measure introduced in AQAP	Estimated or actual completion date	Organisations involved	Funding source	Defra AQ grant funding	Funding Status	Estimated cost of measure	Measure status	Reduction in pollutant or emission from measure	Key performance indicator	Progress to date	Comments or barriers to implementation
18	Plug-in Suffolk	Promoting low emission transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, gas fuel recharging	2018	Ongoing	Suffolk County Council	Suffolk County Council	No	Funded	+£200k	Implementation	Not possible to directly measure	Number of charge points installed	Well established scheme funding EV charge points in community locations.	Locations in West Suffolk include Hundon, Ixworth, Kedington, Risby and West Row
19	E-Cargo Bike trial	Promoting travel alternatives	Promotion of cycling	2022	Ongoing	Suffolk County Council	Suffolk County Council	No	Funded	+£10k	Implementation	Not possible to directly measure	Number of businesses that change to E-Cargo bikes	Seven business took part in Bury St Edmunds in summer 2024	

2.3 PM2.5 – Local authority approach to reducing emissions and/or concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8), local authorities are expected to work towards reducing emissions and/or concentrations of PM2.5 (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM2.5 has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

West Suffolk Council is undertaking a number of measures to improve air quality generally, as described above, which we consider will also have a positive impact on PM2.5. Some of these measures, such as the promotion of clean burning, will specifically tackle particulate matter emissions.

During the latter part of 2019 and in 2020, the council, together with all the other local authorities across Suffolk worked with Suffolk County Council's Transport and Public Health colleagues to prepare an 'air quality profile' report for Suffolk. The report maps, at a district and borough level, local air pollution levels and explores evidence-based interventions that can be undertaken by local authorities, businesses, communities and individuals to improve air quality. The report was published in June 2021 following sign-off from the Suffolk Director of Public Health.

As a result of the report, air quality was made a priority by the Suffolk Health and Wellbeing board as part of their duty to "encourage integrated working" between health, care, police and other public services in order to improve wellbeing outcomes for Suffolk. The recommendations from the Suffolk Profile have also informed both the development of a Suffolk-wide air quality atrategy that was published in May 2023 and the Suffolk Community Engagement Plan.

The air quality strategy sets out the range of actions identified as being important to the improvement of air quality (both concentrations of nitrogen dioxide and particulate matter), along with who is the lead authority for the work, timescales for implementation, and what measurements or outcomes will be achieved. A strategy review and update took place at the end of 2024. Updates include an increased focus on indoor air quality, reflecting advances in data and evidence on the impacts of poor indoor air quality on health; action to support more nature friendly farming through Suffolk's County Farms Programme; and an evaluation project with the University of Suffolk looking at the impacts of school streets on Suffolk children's health. Updates on progress with the Air Quality Strategy can be found on Healthy Suffolk – information and resources for residents and visitors.

The Suffolk Community Engagement Plan 2023/2024 set out the action Suffolk County Council (SCC), working with borough and district partners, would take to raise awareness of the health impacts of air quality in Suffolk. The aim was to increase awareness to enable individuals to make choices that would protect both their health and the health of others from the harmful effects of pollution. The findings from this programme of engagement can be found at Healthy Suffolk – Air Quality Advice.

Key highlights:

88 per cent (of 508 respondents) were aware that air pollution can affect health. Awareness levels in Suffolk have increased by up to 22 per cent since a 2022 survey. However, while the majority of people were aware that pollution affected health they

weren't always sure how (an action that has been picked up in Suffolk County Council's updated Air Quality Strategy Action Plan).

Only 12 per cent (of 565 respondents) said they already use, or would consider using, 'ready to burn' wood and smokeless fuels if burning at home. Awareness levels in Suffolk of household burning as a source of air pollution have been low in the past. In SCC's 2022 air pollution survey, only 8 per cent of respondents identified home burning as a source of pollution compared to 89 per cent who identified transport as a source. From these findings, coupled with national data, it is likely that there is still low public awareness of the contribution of home burning to air pollution and the subsequent health risks. This demonstrates the need for domestic burning campaigns, such as the Defra grant funded project, mentioned above, to help encourage people to think about what they are burning at home and its impacts. The updated Suffolk Air Quality Strategy and Action Plan will include a focus on indoor air quality, including home burning. It will involve forging closer links with other programmes of work including Warm Homes Healthy People to ensure people are getting the support they need to heat their homes.

We will continue to consult with Suffolk County Council Public Health colleagues and be advised by them, and national guidance, on any relevant measures that will reduce exposure to poor air quality, particularly PM2.5, and help reduce the health impacts on our residents and visitors.

Between 1 September 2020 and the 31 August 2022 the University of Suffolk carried out a case study monitoring PM2.5 and PM10 using a Zephyr Sensor. The findings of this study showed a strong correlation between PM2.5 and PM10 data at all locations analysed. However, a strong relationship could not be found between traffic volumes and particulates. The only times that the levels recorded were elevated were around bonfire night both years and in March 2022 when the UK experienced a dust cloud from the Saharan desert.

3. Air quality monitoring data and comparison with air quality objectives and national compliance

This section sets out the monitoring undertaken within 2025 by West Suffolk Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of non-automatic monitoring undertaken

West Suffolk Council undertook non-automatic (that is passive) monitoring of NO2 at 77 sites during 2025. 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 and quality control (QA-QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (for example annualisation and/or distance correction), are included in Appendix C.

3.2 Individual pollutants: Nitrogen dioxide (NO2)

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

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/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (that is the values are exclusive of any consideration to fall-off with distance adjustment).

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

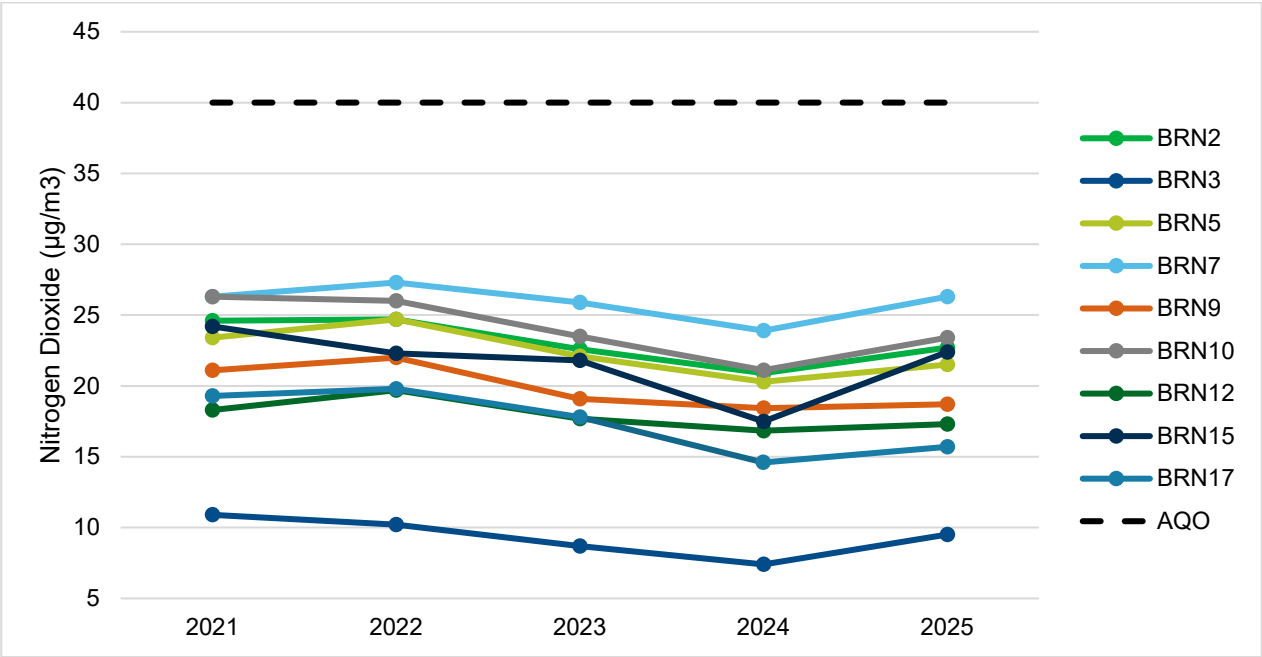
Details from each of the monitoring areas is provided below.

3.2.1 Brandon

The town of Brandon continues to show concentrations of nitrogen dioxide below (that is compliant with) the air quality objective level of 40µg/m^3. Recorded levels in 2025 were broadly comparable to those measured in 2024, with some sites slightly higher.

The highest concentration (26.3µg/m^3) was recorded at monitoring point BRN7 located at the junction of London Road and Church Road, with the monitoring site at BRN10 on the High Street recording the second highest concentration (23.4µg/m^3). Figure 3.1 shows the trend for all monitoring sites where data has been collected for the past five years and compares them to the air quality objective (AQO).

Figure 3.1: Five-year trend data for nitrogen dioxide in Brandon



3.2.2 Bury St Edmunds

Bury St Edmunds is the largest town in West Suffolk and consequently has the most monitoring points. Recorded levels in 2025 were broadly comparable to those measured in 2024, with most sites slightly higher.

Figure 3.2 shows the five-year trend of nitrogen dioxide from monitoring locations on Sicklesmere Road, both inside and outside of the former AQMA.

The highest recorded concentration of nitrogen dioxide in Bury St Edmunds away from the former AQMA was recorded at BSE14 along Mustow Street, the next highest value was at BSE16 which is at the Northgate Lodge roundabout and was 24.8 µg/m^3, although it should be appreciated that these values are well below the objective level of 40µg/m^3.

All the monitoring locations within the former Sicklesmere AQMA, which was revoked in June 2024, remain well below the objective level.

In October 2023 two additional monitoring points (BSE36 and BSE37) were added along Beetons Way to monitor outside local schools. These are below half of the annual objective.

Figure 3.2 Five-year trend data for nitrogen dioxide along Sicklesmere Road, Bury St Edmunds

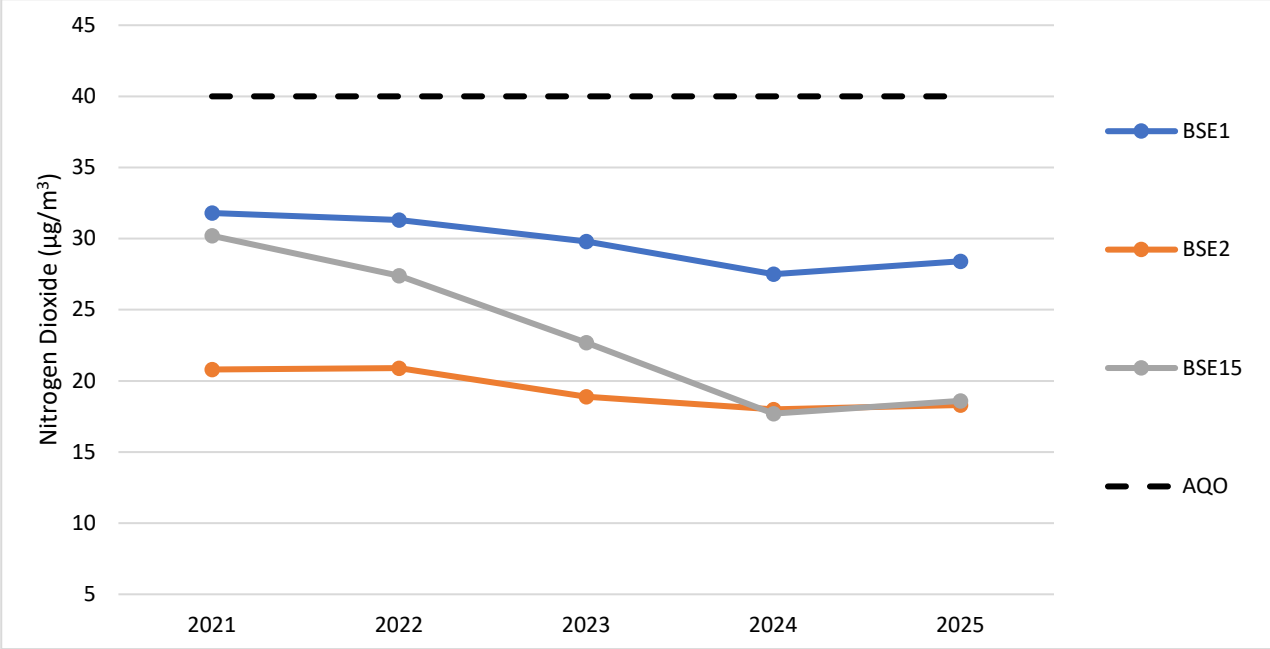


Figure 3.3 shows the five-year trend of nitrogen dioxide from monitoring locations within Bury St Edmunds. Sites with less than five-years of monitoring data have not been included.

Figure 3.3 Five-year trend data for nitrogen dioxide at selected Bury St Edmunds monitoring sites

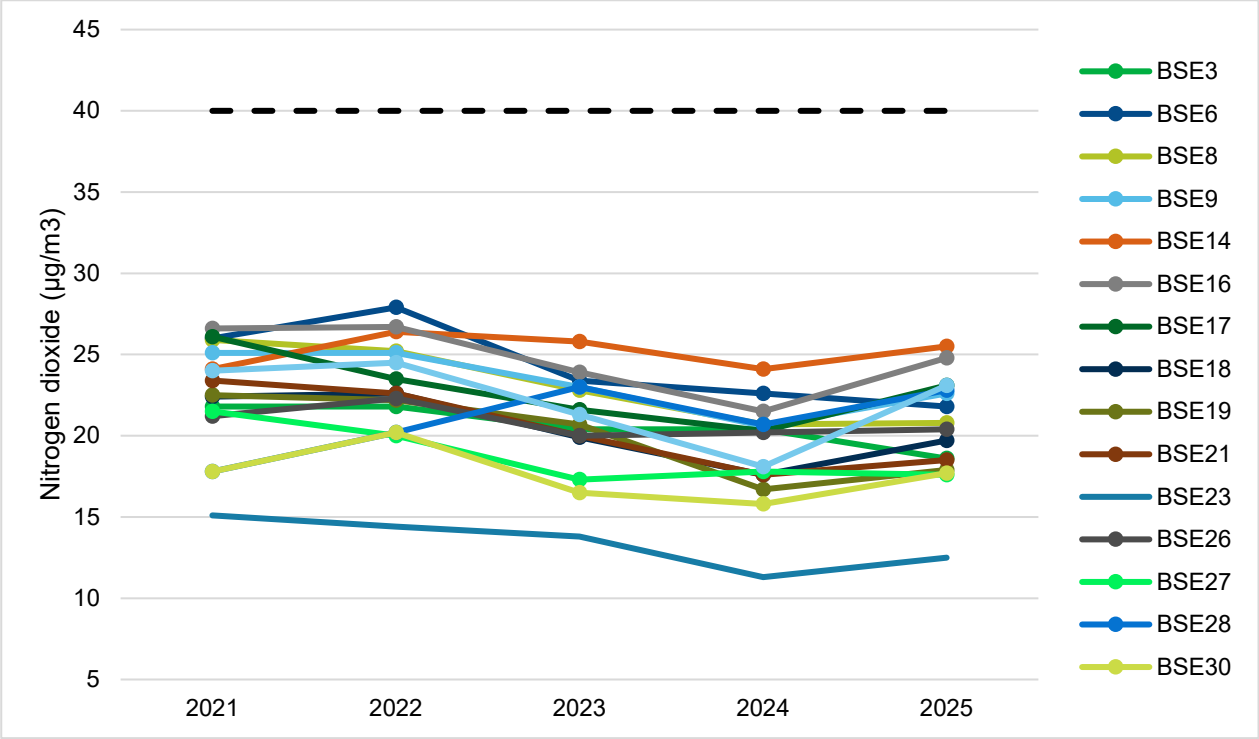
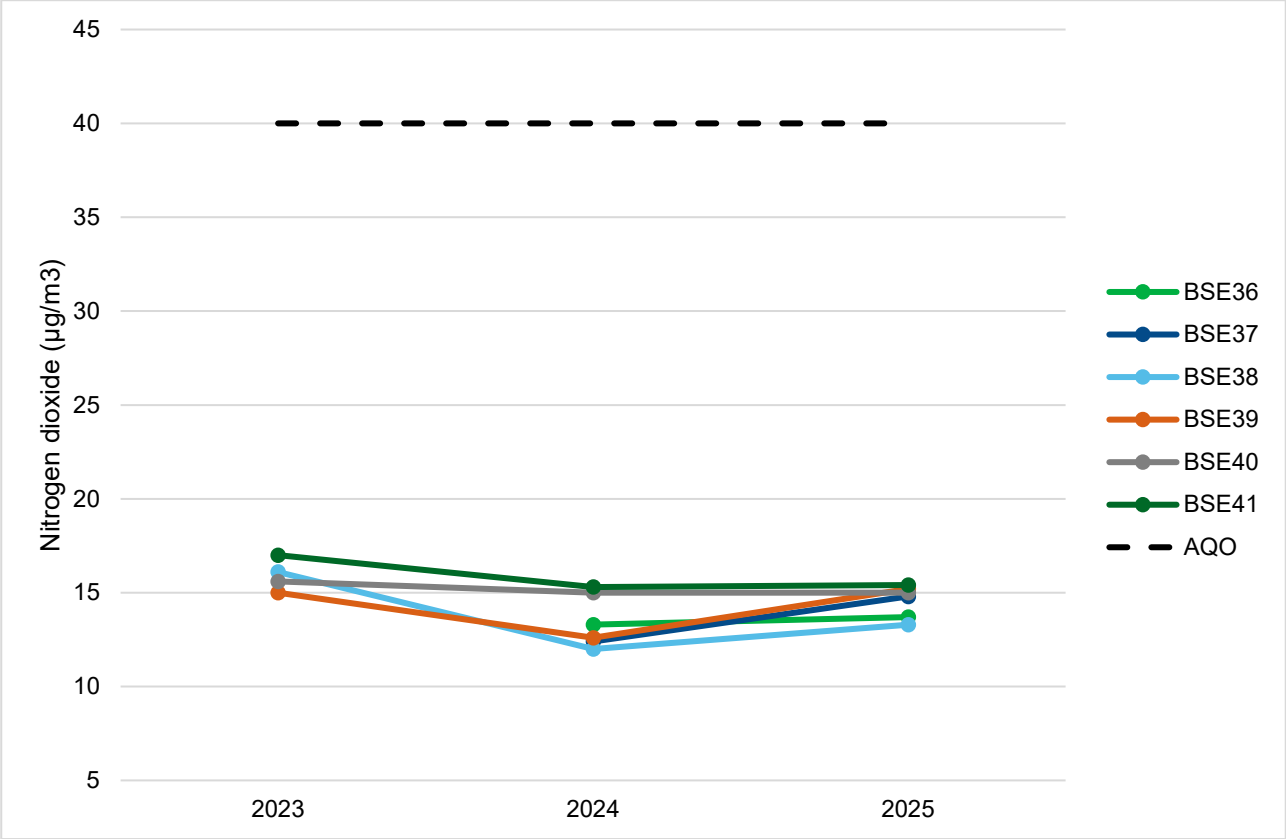


Figure 3.4 shows the results of monitoring locations located around schools in Bury St Edmunds, the results are well below the objective.

Figure 3.4 Data for nitrogen dioxide monitoring sites at selected schools in Bury St Edmunds



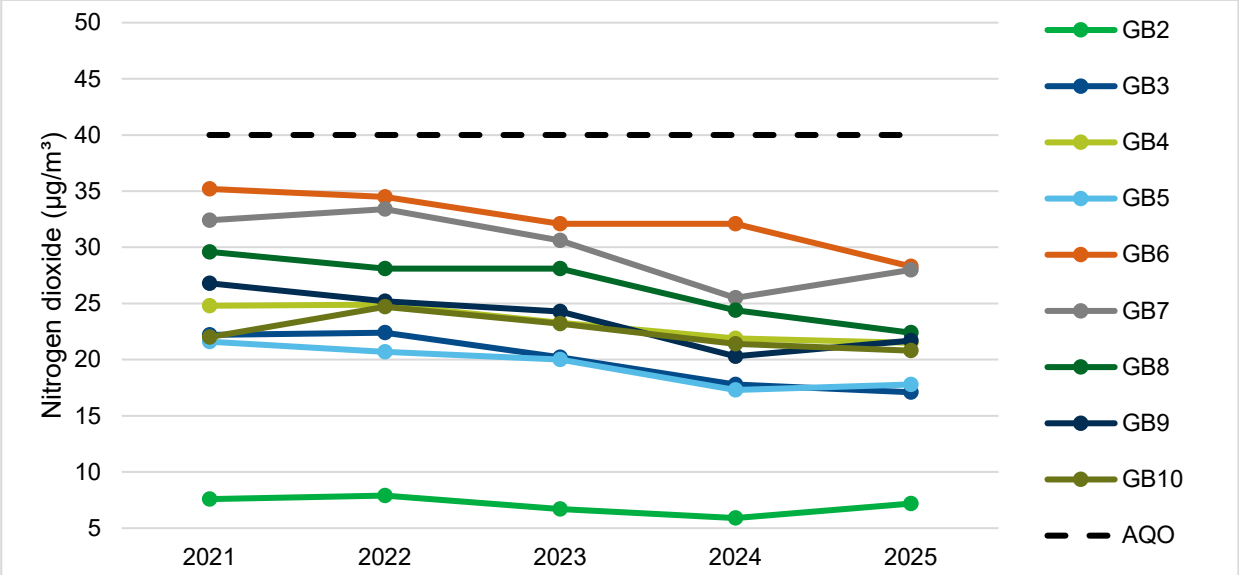
3.2.3 Great Barton

Great Barton is a village to the northeast of Bury St Edmunds with a main road (A143), which is a designated HGV route, cutting through it. A row of cottages either side of, and including, the Post Office are situated close to this road and were designated as an AQMA, however, nitrogen dioxide levels have been below the objective since 2020 and the AQMA has now been revoked. Recorded levels in 2025 were similar to those in 2024, with monitoring points recording some results as slightly lower values, with the highest recorded value of 28.3µg/m^3 being within the former AQMA at monitoring point GB6.

All monitoring points remain below the 2019 levels, which is partly due to the moving of the pedestrian crossing with the use of a Defra grant. This was completed at the end of 2019 and was the main action from the previous AQAP and was estimated to have resulted in a 7.8 per cent reduction in concentrations between 2019 and 2020. This reduction was in addition to the reductions caused by the COVID-19 pandemic.

Figure 3.5 shows the five-year trend of nitrogen dioxide from monitoring locations within Great Barton, showing an overall downward trend for the monitoring locations within and immediately adjacent to the former AQMA.

Figure 3.5 Five-year trend data for nitrogen dioxide at Great Barton monitoring sites



4.2.4 Haverhill

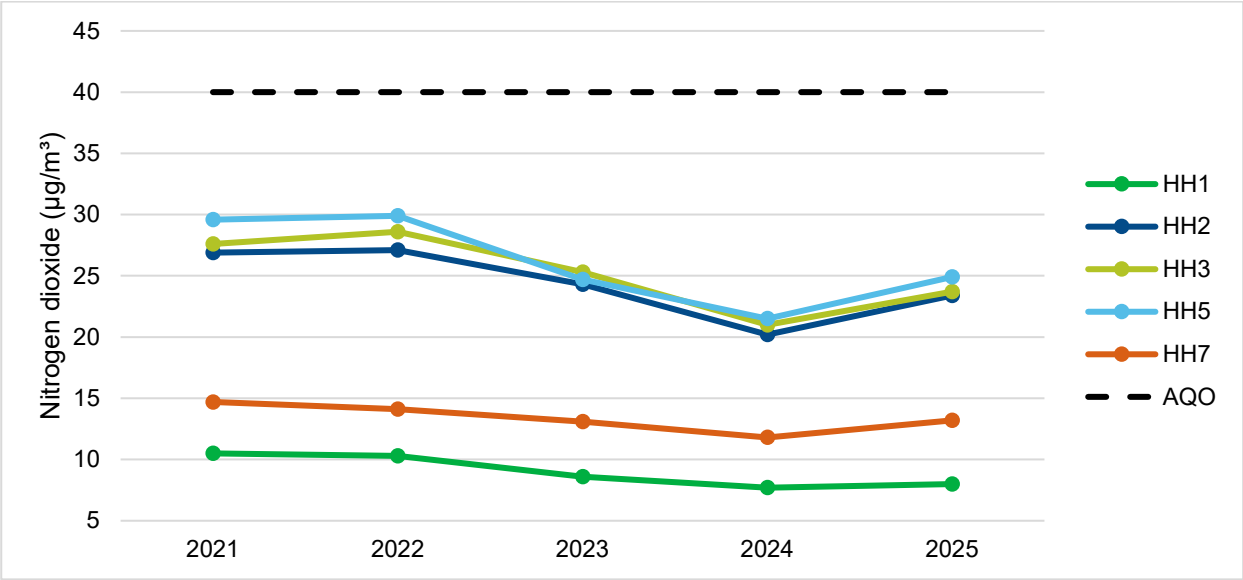
Monitoring points in Haverhill continue to show concentrations of nitrogen dioxide below (that is compliant with) the air quality objective level. Recorded levels in 2025 were broadly comparable to those measured in 2024, with all sites slightly higher. Results from all sites remain lower than those from 2019 and other pre-pandemic years. The highest recorded concentration was monitoring point HH5 along Withersfield Road with a value of 24.9µg/m^3.

Haverhill north-west relief road opened in autumn 2025 this should have a positive impact on the monitoring locations on Withersfield Road and Wratting Road (HH2,

HH3 and HH5). Further information will be presented in future ASRs, as the full impact has not been seen in this year's monitoring.

Figure 3.6 shows the five-year trend of nitrogen dioxide from monitoring locations within Haverhill.

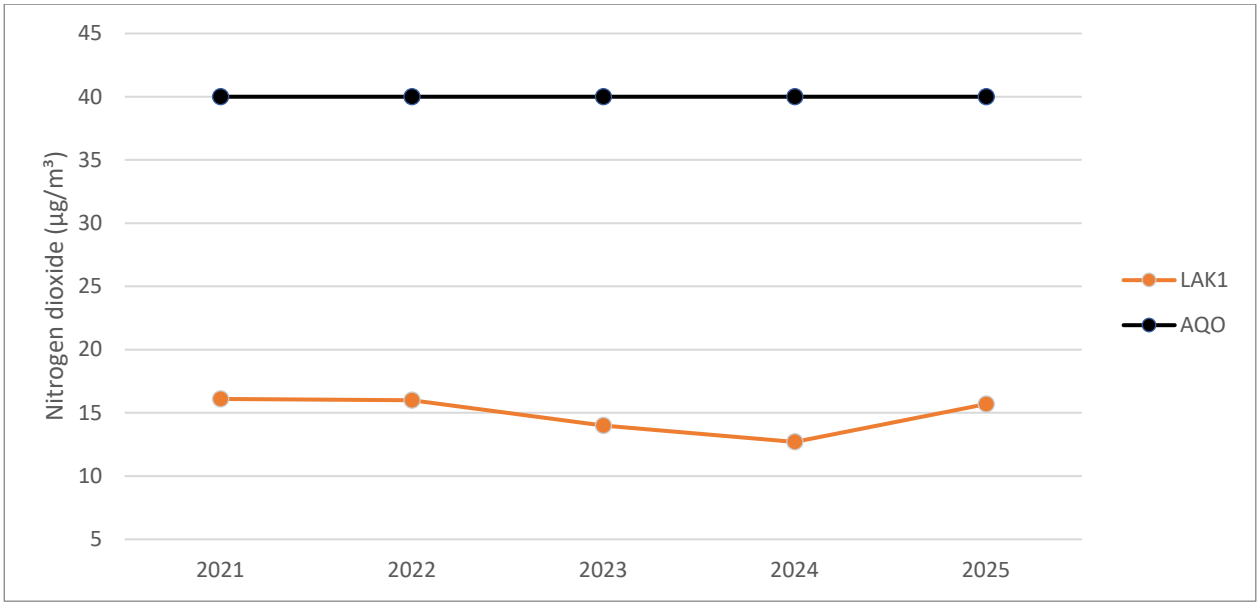
Figure 3.6 Five-year trend data for nitrogen dioxide at Haverhill monitoring sites



3.2.5 Lakenheath

Lakenheath has a monitoring point in the centre of the village. The recorded level for 2025 (15.7µg/m^3) was higher than that recorded in 2024 (12.7 µg/m^3) but still lower than 2021 (16.1µg/m^3). This can be seen in Figure 3.7

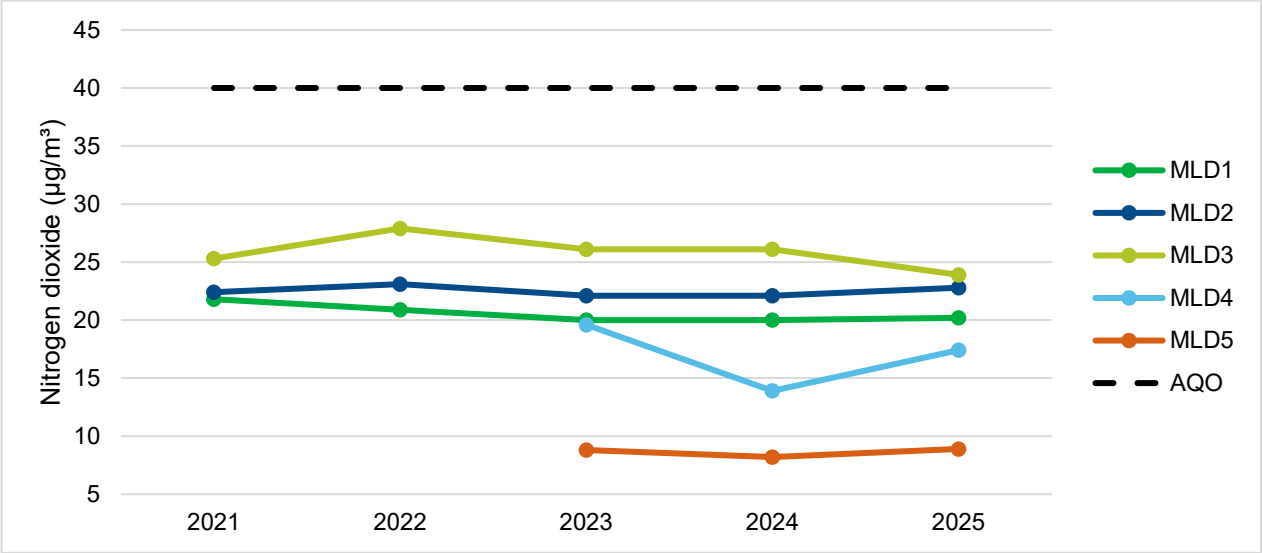
Figure 3.7 Five-year trend data for nitrogen dioxide at Lakenheath monitoring sites



3.2.6 Mildenhall

Mildenhall continue to show concentrations of nitrogen dioxide below (that is compliant with) the air quality objective level of 40µg/m^3 with a high of 23.9µg/m^3 recorded at monitoring point MLD3 on Kingsway. Recorded levels in 2025 were broadly comparable to those measured in 2024, with some sites slightly lower. Results from all sites remain lower than those from 2019 and other pre-pandemic years. Figure 3.8 shows the five-year trend of nitrogen dioxide from monitoring locations within Mildenhall.

Figure 3.8 Five-year trend data for nitrogen dioxide at Mildenhall monitoring sites



3.2.7 Newmarket

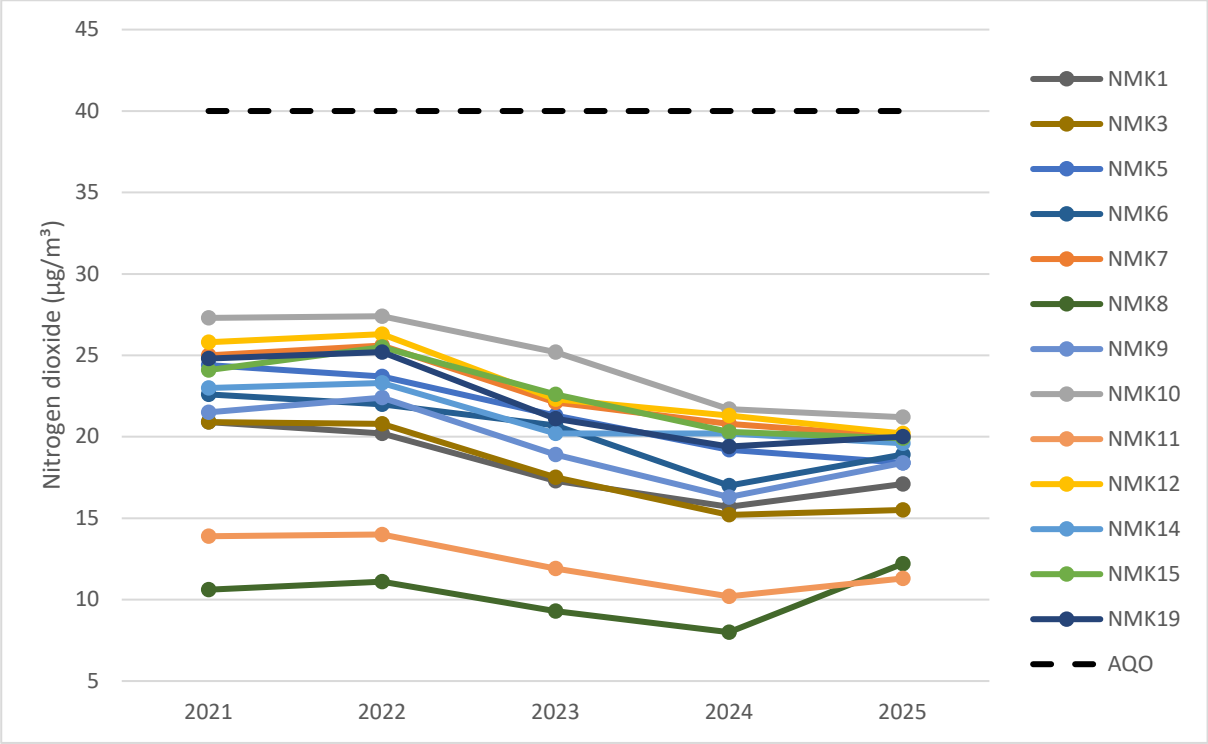
Newmarket continues to show concentrations of nitrogen dioxide below (that is compliant with) the air quality objective level, with the highest concentration of nitrogen dioxide recorded at monitoring point NMK10 (adjacent to the taxi rank on the High Street) as 21.2µg/m^3.

All the monitoring locations within the former Newmarket AQMA, which was revoked in September 2021, remain well below the objective level.

Recorded levels in 2025 were broadly comparable to those measured in 2024. Results from all sites remain lower than those from 2019 and other pre-pandemic years.

Figure 3.9 shows the five-year trend of nitrogen dioxide from the monitoring locations in Newmarket with the highest records of nitrogen dioxide in 2022.

Figure 3.9 Five-year trend data for nitrogen dioxide at Newmarket monitoring sites

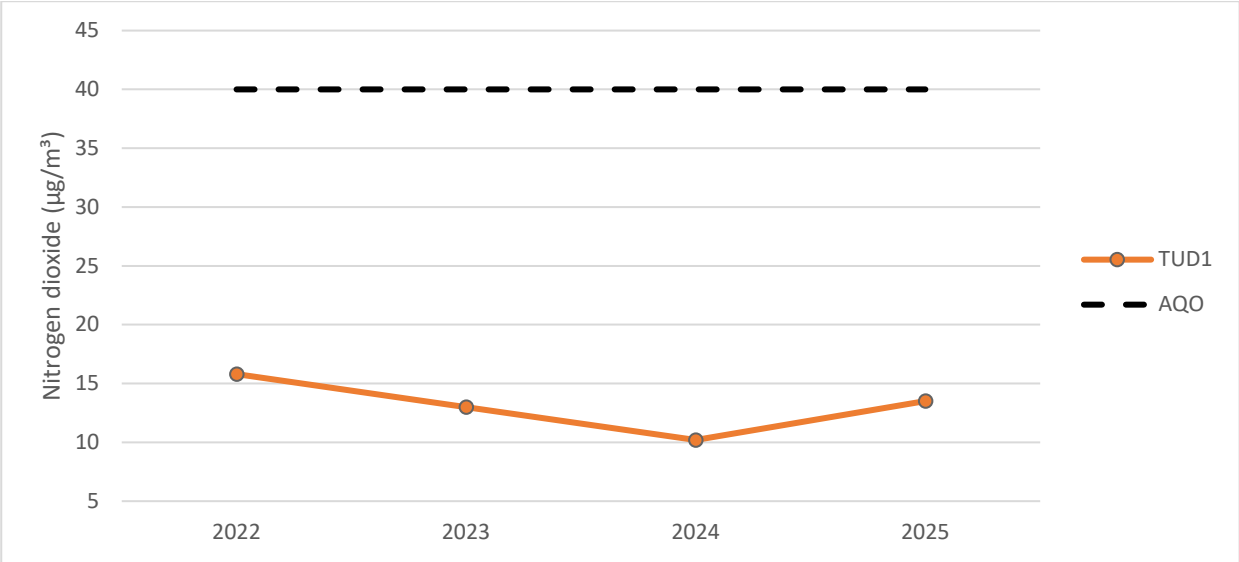


3.2.8 Tuddenham

Tuddenham continues to show concentrations of nitrogen dioxide below (that is compliant with) the air quality objective level.

Recorded levels in 2025 were broadly comparable to those measured in 2024, with a slightly elevated result as shown in Figure 3.9.

Figure 3.10 Three-year trend of nitrogen dioxide from the monitoring locations in Tuddenham



3.2.9 Clare

Two monitoring points were installed in the village of Clare in January 2023. These both showed low levels of pollution at 20.4µg/m^3 and 16.7µg/m^3 and have continued in 2025 to remain below the annual mean objective with a reading of 20.9µg/m^3 and 16.6µg/m^3.

3.2.10 Kentford

A single monitoring point was introduced to the village of Kentford at the beginning of 2023, this monitoring point showed low levels of pollution at 12.1µg/m^3 in 2023 and has continued in 2025 to remain below half the annual mean objective with a reading of 12.1µg/m^3.

3.2.11 Exning

Two monitoring points have been installed in the village of Exning in March 2023 close to the local primary school. These both showed low levels of pollution at 11.0µg/m^3 and 14.5µg/m^3 which is less than half of the annual mean objective of 40µg/m^3. In 2025 these both continued to show low level results of 12.5µg/m^3 and 11.1µg/m^3 which is below the annual mean objective.

3.2.12 Barningham

A single monitoring point was installed in the village of Barningham at the beginning of 2025 at the request of the local parish and councillor. The result of this monitoring point was below half of the objective at 11.1 µg/m^3.

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)	Distance to kerb of nearest road (m)	Tube height (m)
BRN2	Brandon – 104 London Road	Roadside	577993	286163	NO2	Not in AQMA	3.3	.7	2.2
BRN3	Brandon - Town Hall	Urban centre	578406	286460	NO2	Not in AQMA	0 - hourly not applicable - annual	N/A	2.4
BRN5	Brandon - 52 London Road	Roadside	578206	286407	NO2	Not in AQMA	7.0	1.1	2.2
BRN7	Brandon - London Rd/Church Road	Kerbside	578073	286254	NO2	Not in AQMA	8.0	1.0	2.1
BRN9	Brandon - Riverside Lodge, High Street	Kerbside	578372	286867	NO2	Not in AQMA	3.3	0.3	2.2
BRN10	Brandon - 'Boots', High Street	Roadside	578395	286633	NO2	Not in AQMA	0 – hourly 0.5 -annual	2.5	2.4
BRN12	Brandon - 1 Thetford Road	Roadside	578486	286558	NO2	Not in AQMA	0.0	1.7	2.1
BRN15	Brandon - 92B High Street	Roadside	578317	287103	NO2	Not in AQMA	3.6	1.5	2.2
BRN17	Brandon - 25 London Road	Roadside	578297	286469	NO2	Not in AQMA	0.0	1.2	2.1
LAK1	Lakenheath - zebra crossing	Kerbside	571378	282855	NO2	Not in AQMA	3.5	1.0	2.1

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)	Distance to kerb of nearest road (m)	Tube height (m)
MLD1	Mildenhall – 8 North Terrace	Roadside	571136	274878	NO2	Not in AQMA	1.5	1.9	2.1
MLD2	Mildenhall – 2 Queensway	Roadside	571092	274785	NO2	Not in AQMA	0.0	1.8	2.3
MLD3	Mildenhall - 14 Kingsway	Roadside	571326	274780	NO2	Not in AQMA	0.5	2.0	2.1
MLD4	Mildenhall – St Mary's (A1101 entrance)	Roadside	571121	275063	NO2	Not in AQMA	0.5	4.0	2.2
MLD5	Mildenhall – St Mary's – Trinity Avenue	Roadside	571259	275083	NO2	Not in AQMA	0.5	2.7	2.2
NMK1	Newmarket – 23 Old Station Road	Roadside	564716	263502	NO2	Not in AQMA	0.0	2.0	2.2
NMK3	Newmarket - Old Station Road and Rous Road	Roadside	564707	263493	NO2	Not in AQMA	2.0	1.7	2.2
NMK5	Newmarket - 'Café Nero' crossing	Kerbside	564337	263343	NO2	Not in AQMA	0 – hourly Not applicable - annual	<1.0	2.2
NMK6	Newmarket - 'KFC' downpipe	Roadside	564307	263338	NO2	Not in AQMA	0 – hourly 0 - annual	6.5	2.3
NMK7	Newmarket - 'White Hart' crossing	Kerbside	564233	263274	NO2	Not in AQMA	0 – hourly 5.9 - annual	1.0	2.3
NMK8	Newmarket - Park area	Urban background	564138	263301	NO2	Not in AQMA	0 – hourly not applicable - annual	N/A	2.2

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)	Distance to kerb of nearest road (m)	Tube height (m)
NMK9	Newmarket - Blackbear Lane and High Street	Kerbside	564043	263159	NO2	Not in AQMA	3.0	0.6	2.3
NMK10	Newmarket - Taxi rank	Roadside	564362	263381	NO2	Not in AQMA	0 – hourly Not applicable - annual	<1.0	2.3
NMK11	Newmarket - Market St 'EE'	Urban centre	564380	263407	NO2	Not in AQMA	0 – hourly Not applicable - annual	11.0	2.0
NMK12	Newmarket - Clock tower crossing	Roadside	564550	263544	NO2	Not in AQMA	0 – hourly 0.3 - annual	2.5	2.1
NMK14	Newmarket - 'Rutland Arms' crossing	Kerbside	564480	263464	NO2	Not in AQMA	0 – hourly Not applicable - annual	<1.0	2.3
NMK15	Newmarket - 'Savers' lamppost	Roadside	564383	263381	NO2	Not in AQMA	0 – hourly 5.5 -annual	2.5	2.3
NMK19	Newmarket - Old Station Road, Nancy's Tearoom	Kerbside	564626	263525	NO2	Not in AQMA	1.9	0.5	2.1
TUD1	Tuddenham - 37 High Street	Roadside	573521	271656	NO2	Not in AQMA	0.3	1.5	2.0
BSE1	BSE - 2 Sicklesmere Road	Roadside	586253	263147	NO2	Not in AQMA	0.0	1.7	2.1
BSE2	BSE - 14 Sicklesmere Road	Roadside	586320	263053	NO2	Not in AQMA	0.0	4.0	2.0
BSE3	BSE - Cullum Road roundabout	Roadside	585236	263746	NO2	Not in AQMA	0.0	3.4	2.0

Diffusion tube ID	Site name	Site type	X OS Grid ref (easting)	Y OS Grid ref (northing)	Pollutants monitored	In AQMA? Which AQMA?	Distance to relevant exposure (m)	Distance to kerb of nearest road (m)	Tube height (m)
BSE6	BSE - Kings Road roundabout	Roadside	584905	264171	NO2	Not in AQMA	2.4	2.4	2.2
BSE8	BSE - Fornham Road (Northgate roundabout)	Roadside	585461	265050	NO2	Not in AQMA	6.0	1.5	2.0
BSE9	BSE - Fornham Road (Tollgate)	Roadside	585085	265924	NO2	Not in AQMA	2.8	1.5	2.2
BSE14	BSE - 19F Mustow Street	Roadside	585624	264334	NO2	Not in AQMA	0.2	2.3	2.2
BSE15	BSE - 7 Sicklesmere Road	Roadside	586273	263135	NO2	Not in AQMA	0.0	1.2	2.0
BSE16	BSE - Northgate Lodge Roundabout	Roadside	585424	264977	NO2	Not in AQMA	0.4	1.2	2.2
BSE17	BSE - Tayfen Road (Ipswich Street Junction)	Roadside	585264	264921	NO2	Not in AQMA	Not applicable	2.1	1.9
BSE18	BSE - 68/69 Southgate Street	Roadside	586126	263328	NO2	Not in AQMA	0.2	1.6	1.9
BSE19	BSE - Out Risbygate	Roadside	584618	264471	NO2	Not in AQMA	0.5	1.5	2.0
BSE21	BSE - Northgate Street	Roadside	585555	264494	NO2	Not in AQMA	0.0	2.6	2.0
BSE23	BSE - Guildhall Street	Roadside	585285	263841	NO2	Not in AQMA	0.3	1.0	2.0
BSE25	BSE - Orttewell Road	Roadside	587454	264216	NO2	Not in AQMA	10 – hourly Not applicable - annual	1.0	2.0

Diffusion tube ID	Site name	Site type	X OS Grid ref (easting)	Y OS Grid ref (northing)	Pollutants monitored	In AQMA? Which AQMA?	Distance to relevant exposure (m)	Distance to kerb of nearest road (m)	Tube height (m)
BSE26	BSE - 24 Kings Road	Roadside	584957	264164	NO2	Not in AQMA	0.0	1.2	2.0
BSE27	BSE - Westgate Street	Roadside	585349	263781	NO2	Not in AQMA	0.0	1.6	2.0
BSE28	BSE - Tayfen Road – New Havebury Housing	Roadside	585314	264960	NO2	Not in AQMA	0.0	1.4	2.2
BSE30	BSE - St Andrews Street South	Urban centre	585185	264285	NO2	Not in AQMA	0 – hourly Not applicable - annual	1.5	2.3
BSE32	BSE - Buttermarket	Urban centre	585315	264287	NO2	Not in AQMA	0.0	1.5	2.2
BSE33	BSE - Market Place -Preston & Duckworth	Urban centre	585281	264330	NO2	Not in AQMA	0.0	0.5	2.2
BSE31	BSE – Newmarket Road and Western Way	Roadside	583648	264767	NO2	Not in AQMA	3.5	2.0	2.2
BSE36	BSE – County High School, Beetons Way, Crossing	Roadside	584451	265563	NO2	Not in AQMA	0.0	1.0	2.0
BSE37	BSE – St Benedicts School, Beetons Way	Roadside	584472	265616	NO2	Not in AQMA	0.0	1.0	2.2
BSE38	BSE – Tollgate – lamppost directly outside school fence	Roadside	584818	265826	NO2	Not in AQMA	0.5	3.5	2.2
BSE39	BSE – Tollgate – 137 Tollgate Lane	Roadside	584743	265777	NO2	Not in AQMA	2.5	0.3	2.2
BSE40	BSE - St Edmunds – road sign outside church	Roadside	585331	263766	NO2	Not in AQMA	0.5	3.0	2.2

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)	Distance to kerb of nearest road (m)	Tube height (m)
BSE41	BSE - St Edmunds – Lamppost opposite YMCA	Kerbside	585405	263775	NO2	Not in AQMA	0.0	1.5	2.2
GB2	Downing Drive	Suburban	588917	267370	NO2	Not in AQMA	Not applicable	1.5	1.9
GB3	The Forge Bungalows	Roadside	589163	267013	NO2	Not in AQMA	4.0	1.4	2.3
GB4a, GB4b, GB4c	Post Office (lamppost)	Roadside	589130	266969	NO2	Not in AQMA	0.0	1.4	2.4
GB5	Church Road junction	Roadside	588993	266838	NO2	Not in AQMA	22.0	1.3	2.2
GB6	Post Office 2, telegraph pole	Roadside	589120	266960	NO2	Not in AQMA	0.3	1.0	2.4
GB7a, GB7b, GB7c	The Drift, 8 The Street	Roadside	589100	266941	NO2	Not in AQMA	0.0	1.1	2.2
GB8	Opposite AQMA 1	Roadside	589093	266949	NO2	Not in AQMA	Not applicable	1.3	2.1
GB9	Opposite AQMA 2	Roadside	589117	266970	NO2	Not in AQMA	Not applicable	1.3	2.1
GB10	Between crossing and garage	Roadside	589228	267071	NO2	Not in AQMA	5.0	1.3	2.1
HH1	Shetland Road	Suburban	568609	245575	NO2	Not in AQMA	Not applicable	1.7	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)	Distance to kerb of nearest road (m)	Tube height (m)
HH2	Wratting Road	Roadside	567270	245981	NO2	Not in AQMA	3.0	1.8	2.1
HH3	29 Withersfield Road	Roadside	566891	245892	NO2	Not in AQMA	2.4	1.7	2.2
HH5	22 Withersfield Road	Roadside	566941	245850	NO2	Not in AQMA	0.3	1.4	2.1
HH7	Mount Road	Kerbside	567553	245289	NO2	Not in AQMA	1.6	0.1	2.1
CLA1	Clare - 2 Cavendish Road	Kerbside	577028	245412	NO2	Not in AQMA	0.0	0.5	1.8
CLA2	Clare- Membury House, Well Lane	Roadside	576994	245281	NO2	Not in AQMA	0.5	1.5	2.2
KNT1	Kentford – Bus Stop, Bury Road (1 Orchard Place)	Roadside	570549	266761	NO2	Not in AQMA	0.5	1.5	2.2
EXN1	Exning – Primary School Lamppost	Roadside	561763	265670	NO2	Not in AQMA	0.0	4.0	2.2
EXN2	Exning - Oxford Street, Swan Lane and Chapel Street	Kerbside	561804	265663	NO2	Not in AQMA	0.0	1.5	2.0
TUD1	Tuddenham - 37 High Street	Roadside	573521	271656	NO2	Not in AQMA	0.3	1.5	2.0
BAR1	Barningham	Roadside	596875	276690	NO2	Not in AQMA	0.5	1.0	2.0

Table A.2 – Annual mean NO_2 monitoring results: Non-automatic monitoring (µg/m^3)

Note: The annual mean concentrations are presented as µg/m3 and have been corrected for bias. All annual means have been 'annualised' as per LAQM.TG22 if valid data capture for the full calendar year is less than 75 per cent. See Appendix C for details. Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment. Exceedances of the NO2 annual mean objective of 40µg/m3 are shown in bold. All diffusion tube locations were monitored for the full calendar year.

Diffusion tube ID	X OS grid ref (easting)	Y OS grid ref (northing)	Site type	Valid data capture 2025 (%)	2021	2022	2023	2024	2025
BRN2	577993	286163	Roadside	100.0	24.6	24.7	22.6	20.9	22.7
BRN3	578406	286460	Urban centre	100.0	10.9	10.2	8.7	7.4	9.5
BRN5	578206	286407	Roadside	90.4	23.4	24.7	22.1	20.3	21.5
BRN7	578073	286254	Kerbside	82.7	26.3	27.3	25.9	23.9	26.3
BRN9	578372	286867	Kerbside	48.1	21.1	22.0	19.1	18.4	18.7
BRN10	578395	286633	Roadside	100.0	26.3	26.0	23.5	21.1	23.4
BRN12	578486	286558	Roadside	100.0	18.3	19.7	17.7	16.8	17.3
BRN15	578317	287103	Roadside	82.7	24.2	22.3	21.8	17.5	22.4
BRN17	578297	286469	Roadside	100.0	19.3	17.7	17.8	14.6	15.7
LAK1	571378	282855	Kerbside	82.7	16.1	16.0	14.0	12.7	16.6
MLD1	571136	274878	Roadside	100.0	21.8	20.9	20.0	19.3	20.2
MLD2	571092	274785	Roadside	92.3	22.4	23.1	22.1	22.2	22.8
MLD3	571326	274780	Roadside	90.4	25.3	27.9	26.1	22.3	23.9
MLD4	571121	275063	Roadside	84.6			19.6	13.9	17.4
MLD5	571259	275083	Roadside	92.3			8.8	8.2	8.9
NMK1	564716	263502	Roadside	100.0	20.9	20.2	17.3	15.7	17.1
NMK3	564707	263493	Roadside	84.6	20.9	20.8	17.5	15.2	15.5

Diffusion tube ID	X OS grid ref (easting)	Y OS grid ref (northing)	Site type	Valid data capture 2025 (%)	2021	2022	2023	2024	2025
NMK5	564337	263343	Kerbside	92.3	24.4	23.7	21.3	19.2	18.4
NMK6	564307	263338	Roadside	92.3	22.6	22.0	20.7	17.0	18.9
NMK7	564233	263274	Kerbside	100.0	25.0	25.6	22.1	20.8	20.0
NMK8	564138	263301	Urban background	59.6	10.6	11.1	9.3	8.0	12.2
NMK9	564043	263159	Kerbside	100.0	21.5	22.4	18.9	16.3	18.4
NMK10	564362	263381	Roadside	92.3	27.3	27.4	25.2	21.7	21.2
NMK11	564380	263407	Urban centre	100.0	13.9	14.0	11.9	10.2	11.3
NMK12	564550	263544	Roadside	84.6	25.8	26.3	22.3	21.3	20.2
NMK14	564480	263464	Kerbside	100.0	23.0	23.3	20.2	20.2	19.6
NMK15	564383	263381	Roadside	100.0	24.1	25.5	22.6	20.3	19.9
NMK19	564626	263525	Kerbside	100.0	24.8	25.2	21.1	19.4	20.0
TUD1	573521	271656	Roadside	100.0		15.8	13.0	10.2	13.5
BSE1	586253	263147	Roadside	100.0	31.8	31.3	29.8	27.5	28.4
BSE2	586320	263053	Roadside	100.0	20.8	20.9	18.9	18.0	18.3
BSE3	585236	263746	Roadside	100.0	21.8	21.8	20.4	20.4	18.6
BSE6	584905	264171	Roadside	82.7	26.0	27.9	23.4	22.6	21.8
BSE8	585461	265050	Roadside	84.6	25.9	25.2	22.8	20.7	20.8
BSE9	585085	265924	Roadside	100.0	25.1	25.1	23.0	20.6	22.6
BSE14	585624	264334	Roadside	90.4	24.1	26.4	25.8	24.1	25.5
BSE15	586273	263135	Roadside	100.0	30.2	27.4	22.7	17.7	18.4
BSE16	585424	264977	Roadside	92.3	26.6	26.7	23.9	21.5	24.8
BSE17	585264	264921	Roadside	84.6	26.1	23.5	21.6	20.3	23.1

Diffusion tube ID	X OS grid ref (easting)	Y OS grid ref (northing)	Site type	Valid data capture 2025 (%)	2021	2022	2023	2024	2025
BSE18	586126	263328	Roadside	100.0	22.4	22.6	19.9	17.6	19.7
BSE19	584618	264471	Roadside	100.0	22.5	22.2	20.7	16.7	17.9
BSE21	585555	264494	Roadside	75.0	23.4	22.6	20.0	17.6	18.5
BSE23	585285	263841	Roadside	100.0	15.1	14.4	13.8	11.3	12.5
BSE25	587454	264216	Roadside	100.0		16.2	13.8	11.9	14.7
BSE26	584957	264164	Roadside	90.4	21.2	22.3	20.0	20.2	20.4
BSE27	585349	263781	Roadside	100.0	21.5	20.0	17.3	17.8	17.6
BSE28	585314	264960	Roadside	100.0	17.8	20.2	23.0	20.7	22.8
BSE30	585185	264285	Urban centre	92.3	17.8	20.2	16.5	15.8	17.7
BSE31	583648	264767	Roadside	84.6	24.0	24.5	21.3	11.1	12.5
BSE32	585315	264287	Kerbside	100.0			12.3	10.9	12.4
BSE33	585281	264330	Kerbside	100.0			12.5	18.1	23.1
BSE36	584451	265563	Roadside	100.0				13.3	13.7
BSE37	584472	265616	Roadside	100.0				12.4	14.8
BSE38	584818	265826	Roadside	92.3			16.1	12.0	13.3
BSE39	584743	265777	Roadside	100.0			15.0	12.6	15.2
BSE40	585331	263766	Roadside	92.3			15.6	15.0	15.0
BSE41	585405	263775	Kerbside	90.4			17.0	15.3	15.4
GB2	588917	267370	Suburban	100.0	7.6	7.9	6.7	5.9	7.2
GB3	589163	267013	Roadside	100.0	22.2	22.4	20.2	17.8	17.1
GB4a, GB4b, GB4c	589130	266969	Roadside	100.0	24.8	24.9	23.3	21.9	21.5
GB5	588993	266838	Roadside	100.0	21.6	20.7	20.0	17.3	17.8
GB6	589120	266960	Roadside	90.4	35.2	34.5	32.1	32.1	28.3

Diffusion tube ID	X OS grid ref (easting)	Y OS grid ref (northing)	Site type	Valid data capture 2025 (%)	2021	2022	2023	2024	2025
GB7a, GB7b, GB7c	589100	266941	Roadside	100.0	32.4	33.4	30.6	25.5	28.0
GB8	589093	266949	Roadside	92.3	29.6	28.1	28.1	24.4	22.4
GB9	589117	266970	Roadside	67.3	26.8	25.2	24.3	20.3	21.7
GB10	589228	267071	Roadside	92.3	22.0	24.7	23.2	21.4	20.8
HH1	568609	245575	Suburban	100.0	10.5	10.3	8.6	7.7	8.0
HH2	567270	245981	Roadside	100.0	26.9	27.1	24.3	20.2	23.4
HH3	566891	245892	Roadside	100.0	27.6	28.6	25.3	21.0	23.7
HH5	566941	245850	Roadside	100.0	29.6	29.9	24.7	21.5	24.9
HH7	567553	245289	Kerbside	100.0	14.7	14.1	13.1	11.8	13.2
CLA1	577028	245412	Kerbside	92.3			20.4	19.1	20.9
CLA2	576994	245281	Roadside	100.0			16.7	16.1	16.6
KNT1	570549	266761	Roadside	100.0			12.1	10.9	12.1
EXN1	561763	265670	Roadside	100.0			11.0	11.5	14.0
EXN2	561804	265663	Kerbside	100.0			14.5	11.6	12.5
BAR1	596875	276690	Roadside	90.4					11.1

West Suffolk Council can confirm that:

- Annualisation has been conducted where data capture is <75 per cent and >25 per cent 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), that is, prior to any fall-off with distance correction.

Table A.3 – Annual mean NO2 monitoring results for sites monitored in last five years but not during 2025: non-automatic monitoring (µg/m³)

Note: The annual mean concentrations are presented as µg/m^3 and have been corrected for bias. All annual means have been 'annualised' as per LAQM.TG22 if valid data capture for the full calendar year is less than 75 per cent. Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

Diffusion tube ID	Site name	X OS Grid ref (Easting)	Y OS Grid ref (Northing)	Site type	2021	2022	2023	2024	2025
BRN8	Brandon - Hellesdon House, High Street	578372	286774	Roadside	21.1				
NMK17	Newmarket – Exning Road/ Depot Road	563397	264498	Roadside	16.6	16.2			
BSE20	BSE – Risbygate Street	585031	264466	Roadside	16.8	14.5			
BSE24	BSE - Hollow Road Bridge	586418	265179	Roadside	26.6				
BSE29	BSE – 7 Southgate Street	585845	263730	Roadside	13.9	13.4			
IXW1	Ixworth Micklesmere Drive	593655	270127	Roadside	16.3	16.6			
IXW2	Ixworth High Street	593281	270545	Roadside	18.3	17.5			

Appendix B: Full monthly diffusion tube results for 2025

Table B.1 – NO2 2024 diffusion tube results (µg/m^3)

Notes: No sites required distance correction. See Appendix C for details on bias adjustment and annualisation.

Diffusion tube 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)	Comment
BRN2	577993	286163	35.7	37.0	32.4	32.0	25.8	27.7	29.8	26.0	24.6	25.6	29.8	22.9	29.1	22.7	
BRN3	578406	286460	20.1	17.9	16.4	11.9	9.1	7.7	8.3	8.1	9.2	11.6	12.4	13.3	12.2	9.5	
BRN5	578206	286407	41.3	31.3	30.5	30.6	21.7	23.4	22.8	23.9	21.7		27.6	27.9	27.5	21.5	
BRN7	578073	286254	44.6	41.2	38.5	41.2			25.9	28.3	27.1	34.6	26.1	29.5	33.7	26.3	
BRN9	578372	286867	31.2	31.0	29.3	28.6				22.8				24.6	27.9	18.7	
BRN10	578395	286633	36.3	39.6	39.2	42.8	25.3	28.3	22.6	28.9	24.3	28.2	15.7	29.5	30.1	23.4	
BRN12	578486	286558	25.6	28.7	27.3	23.1	19.6	21.3	21.6	17.8	16.3	25.4	18.2	21.1	22.2	17.3	
BRN15	578317	287103	29.3		62.4	33.6	24.4	18.4		25.5	19.3	22.6	25.0	27.2	28.8	22.4	
BRN17	578297	286469	26.9	25.7	21.7	23.0	14.9	20.5	15.4	17.5	15.5	20.0	19.8	20.1	20.1	15.7	
LAK1	571378	282855	30.9	26.8	27.6	25.3	15.6	15.1			13.8	17.6	20.6	19.3	21.3	16.6	
MLD1	571136	274878	38.5	33.9	28.8	29.9	19.5	21.3	21.5	21.7	21.4	26.2	19.3	28.6	25.9	20.2	
MLD2	571092	274785		37.6	35.4	34.7	21.5	30.9	22.7	27.2	20.8	30.8	29.0	30.9	29.2	22.8	
MLD3	571326	274780	46.2	42.3	34.4	38.0	23.1	23.4	25.1	25.4	26.4		23.5	29.0	30.6	23.9	
MLD4	571121	275063		30.3	26.1	27.2	19.5	20.9	17.2		18.6	20.4	24.6	18.3	22.3	17.4	
MLD5	571259	275083		18.2	16.6	13.0	7.8	10.3	8.3	7.7	10.2	11.4	13.5	8.3	11.4	8.9	
NMK1	564716	263502	28.7	28.8	27.8	27.4	19.3	16.2	18.9	17.3	15.6	22.6	19.3	21.3	21.9	17.1	
NMK3	564707	263493			24.1	22.0	14.7	21.0	19.5	17.3	17.0	21.3	21.0	20.9	19.9	15.5	
NMK5	564337	263343		32.0	26.2	28.5	18.0	19.1	20.6	22.2	22.9	20.9	25.4	23.4	23.6	18.4	
NMK6	564307	263338	28.8	29.0	28.4	25.1	22.4		22.7	19.0	17.5	27.0	23.2	23.8	24.3	18.9	
NMK7	564233	263274	29.5	32.7	29.3	27.7	23.6	19.4	26.8	21.4	19.4	28.5	24.7	25.4	25.7	20.0	
NMK8	564138	263301	22.0			15.2	7.1		6.7	7.3	9.3			35.0	14.7	12.2	
NMK9	564043	263159	31.4	31.7	26.8	25.8	18.2	17.5	19.4	20.1	21.4	24.	22.4	25.1	23.7	18.4	
NMK10	564362	263381	24.3	33.0	30.7	28.1	23.6	21.8	27.8	24.4		33.3	27.1	25.0	27.2	21.2	
NMK11	564380	263407	24.2	21.2	18.1	16.0	10.0	10.9	9.7	12.0	13.1	14.7	15.3	8.6	14.5	11.3	
NMK12	564550	263544			31.4	32.4	23.2	21.2	22.1	24.0	18.8	30.5	28.8	26.0	25.8	20.2	
NMK14	564480	263464	36.4	30.7	27.9	28.0	17.7	18.3	19.9	24.0	20.4	28.8	29.9	19.9	25.2	19.6	
NMK15	564383	263381	30.3	34.5	28.0	35.3	18.3	20.6	17.2	23.6	23.5	26.2	25.0	23.7	25.5	19.9	
NMK19	564626	263525	37.7	31.6	28.9	30.6	16.9	24.5	20.9	20.6	22.7	25.8	27.1	20.8	25.7	20.0	
TUD1	573521	271656	21.5	26.3	23.5	21.3	12.4	11.6	13.7	12.7	13.6	16.7	17.5	16.4	17.3	13.5	

Diffusion tube 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)	Comment
BSE1	586253	263147	54.6	39.5	35.0	32.7	27.2	32.2	34.3	29.5	33.5	41.9	43.0	33.3	36.4	28.4	
BSE2	586320	263053	29.8	27.8	26.9	19.6	16.4	20.3	20.6	19.0	21.8	32.1	22.2	24.9	23.5	18.3	
BSE3	585236	263746	23.6	29.9	30.8	25.2	22.4	21.2	23.5	20.7	20.0	24.9	24.7	19.2	23.8	18.6	
BSE6	584905	264171	37.8	39.2	39.0	33.4		24.0	18.3	24.1		23.8	22.7	16.6	27.9	21.8	
BSE8	585461	265050	42.2		39.5	35.4	24.1	18.7	20.1	22.4		27.4	22.4	15.1	26.7	20.8	
BSE9	585085	265924	38.5	35.4	32.0	34.6	25.4	26.0	23.4	24.0	22.1	25.2	31.2	29.5	28.9	22.6	
BSE14	585624	264334	37.3	38.6	38.4	37.4	23.7	30.6		28.3	31.5	29.3	31.9	32.0	32.6	25.5	
BSE15	586273	263135	34.7	29.7	29.0	24.3	16.5	21.4	22.1	18.3	21.7	22.9	23.3	18.9	23.6	18.4	
BSE16	585424	264977	42.2	40.9	35.5	38.4	23.4	23.8	23.8		28.4	28.7	34.1	30.0	31.7	24.8	
BSE17	585264	264921	44.0	36.8	32.0	23.9	20.4	21.6	19.9			28.5	34.1	34.5	29.6	23.1	
BSE18	586126	263328	30.6	35.6	32.3	30.2	20.6	19.1	22.1	19.7	20.8	22.8	27.5	21.1	25.2	19.7	
BSE19	584618	264471	30.2	29.8	27.3	25.7	17.9	19.4	17.1	18.3	20.3	22.7	24.0	22.6	22.9	17.9	
BSE21	585555	264494			23.6	30.0	20.6	23.5	20.1	20.6	23.3		27.2	24.5	23.7	18.5	
BSE23	585285	263841	23.2	22.1	21.1	18.1	11.9	11.9	11.3	10.7	14.4	14.8	18.3	14.5	16.0	12.5	
BSE25	587454	264216	25.5	22.4	24.9	21.0	14.7	12.0	18.0	14.6	16.7	18.5	21.7	16.7	18.9	14.7	
BSE26	584957	264164	34.1	31.2	31.6	28.0	18.5	23.5	21.4	22.6	23.3	24.2	29.4		26.2	20.4	
BSE27	585349	263781	31.0	29.3	28.1	25.1	20.5	17.9	21.4	15.8	16.8	21.8	20.5	21.8	22.5	17.6	
BSE28	585314	264960	35.1	38.7	36.1	38.7	26.6	21.5	27.5	24.7	26.6	28.1	22.6	24.1	29.2	22.8	
BSE30	585185	264285	27.8	33.7	31.7		19.2	17.1	16.0	19.9	16.4	20.7	20.3	26.7	22.7	17.7	
BSE32	585315	264287		22.8	21.5	19.1	11.2	10.7	11.0		13.2	14.3	18.4	18.3	16.1	12.5	
BSE33	585281	264330	22.3	21.5	21.9	18.1	10.9	11.6	11.1	11.8	13.1	12.9	17.4	17.5	15.8	12.4	
BSE31	583648	264767	36.6	34.9	33.3	29.8	19.6	28.2	23.9	35.4	26.8	26.8	31.9	28.4	29.6	23.1	
BSE36	584451	265563	28.7	25.7	23.1	22.8	13.3	12.9	11.8	13.4	15.5	14.8	18.0	11.0	17.6	13.7	
BSE37	584472	265616	31.9	26.7	19.9	20.5	12.8	15.8	12.6	12.1	16.8	16.1	22.1	20.6	19.0	14.8	
BSE38	584818	265826	19.5	27.4		25.8	12.1	15.4	10.5	12.9	15.9	12.7	19.0	15.8	17.0	13.3	
BSE39	584743	265777	32.7	28.9	27.4	26.2	14.8	12.2	12.4	13.5	16.4	13.8	16.0	19.8	19.5	15.2	
BSE40	585331	263766	27.9	22.1	27.1	24.2	14.0		15.2	14.7	16.7	18.1	21.5	10.4	19.3	15.0	
BSE41	585405	263775	29.6	28.5	22.4	17.5	13.9	18.3	16.4	14.2	17.4	19.1	20.5		19.8	15.4	
GB2	588917	267370	17.0	12.5	12.5	9.0	5.2	7.7	6.3	5.6	8.3	5.1	9.9	11.4	9.2	7.2	
GB3	589163	267013	27.1	27.8	20.2	23.3	15.4	20.8	23.6	20.0	19.8	23.9	21.9	19.9	22.0	17.1	
GB4a	589130	266969	20.6	34.6	34.6	37.2		29.9	30.5	25.4	22.5	22.8	32.6	26.6	27.6	21.5	Triplicate Site with GB4a, GB4b and GB4c - Annual data provided for GB4c only
GB4b	589130	266969		35.9	35.6	2.8	26.7	34.6	28.7	26.6	23.6	24.5	24.9	30.7			
GB4c	589130	266969	18.0	35.8	31.6	31.6	24.5	29.5	29.2	27.3	26.2	26.2	28.1	29.3			
GB5	588993	266838	17.0	30.4	28.8	28.7	21.3	19.0	21.0	25.1	24.0	20.5	14.5	24.1	22.9	17.8	

Diffusion tube 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)	Comment
GB6	589120	266960	23.6	39.6	38.6	44.1	37.1	36.6	35.2	40.5	34.3		36.8	32.8	36.3	28.3	
GB7a	589100	266941		42.9	41.5	48.7	29.3	33.6	32.6	34.1	31.0	36.2	36.9	36.7	35.9	28.0	Triplicate Site with GB7a, GB7b and GB7c - Annual data provided for GB7c only
GB7b	589100	266941	23.4	41.7	39.3	46.6	34.8	37.7	33.2	35.0		34.3	34.5	37.7			
GB7c	589100	266941		43.5	43.3	46.8	36.2	31.5	36.1	36.3	32.4	35.0	36.3	34.2			
GB8	589093	266949		35.0	35.4	32.4	28.1	29.6	27.5	30.3	24.4	27.3	15.8	30.8	28.8	22.4	
GB9	589117	266970		32.8	35.2	29.8	26.3	27.3				25.1	29.6	18.9	28.1	21.7	
GB10	589228	267071	37.9	31.5	27.7	29.7	21.7	24.7	28.5		23.8	27.2	22.6	18.4	26.7	20.8	
HH1	568609	245575	11.3	16.6	13.2	13.1	6.0	7.4	6.1	6.9	8.9	9.4	11.3	12.6	10.2	8.0	
HH2	567270	245981	45.3	38.4	33.8	41.4	26.2	24.6	21.7	26.7	24.8	22.4	33.0	22.3	30.1	23.4	
HH3	566891	245892	48.2	35.9	38.0	32.7	20.2	27.5	25.1	26.3	22.1	26.7	32.3	29.9	30.4	23.7	
HH5	566941	245850	40.3	42.3	44.7	41.1	29.1	23.6	26.5	26.3	24.1	26.6	27.3	31.7	32.0	24.9	
HH7	567553	245289	27.0	23.7	22.2	17.2	9.7	12.6	12.2	12.8	12.9	16.2	17.9	18.5	16.9	13.2	
CLA1	577028	245412	39.1	33.2		38.4	24.4	20.0	22.3	22.3	20.7	27.2	23.1	23.7	26.8	20.9	
CLA2	576994	245281	34.5	26.8	26.0	22.5	15.6	17.1	15.4	18.0	18.5	17.1	20.2	23.8	21.3	16.6	
KNT1	570549	266761	25.0	22.1	17.7	22.4	11.3	9.2	11.4	10.1	11.2	15.4	15.7	14.9	15.5	12.1	
EXN1	561763	265670	29.2	25.4	23.3	22.0	12.2	11.6	11.7	12.9	14.0	16.3	18.2	18.1	17.9	14.0	
EXN2	561804	265663	24.3	25.7	21.9	17.4	12.7	13.2	14.4	12.4	14.8	18.3	9.1	8.8	16.1	12.5	
BAR1	596875	276690	21.3	17.5	17.3	14.1	10.3	13.0	11.6	11.3	11.0	13.4	15.1		14.2	11.1	

West Suffolk Council confirm that:

- 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 less than 75 per cent and greater than 25 per cent in line with LAQM.TG22
- The national bias adjustment factor has been used
- All 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System

Appendix C: Supporting technical information and air quality monitoring data quality assurance and quality control

New or changed sources identified within West Suffolk Council during 2025

West Suffolk Council has not identified any significant new sources relating to air quality within the reporting year of 2025.

Additional air quality works undertaken by West Suffolk Council during 2025

West Suffolk Council has not completed any additional modelling or monitoring works within the reporting year of 2025.

Quality assurance and quality control of diffusion tube monitoring

During 2025, West Suffolk Council used Socotec, based in Didcot, for the supply and processing of diffusion tubes. The tubes were prepared by spiking acetone: triethanolamine (50:50) onto the grids prior to the tubes being assembled. The tubes were desorbed with distilled water and the extract analysed using a segmented flow auto-analyser with ultraviolet detection. This analysis of diffusion tube samples to determine the amount of nitrogen dioxide present on the tube is within the scope of our UKAS (United Kingdom Accreditation Service) schedule. In the AIR PT (Air and Stack Emissions proficiency testing) intercomparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes, Socotec currently holds the highest rank of a satisfactory laboratory.

All monitoring has taken place in line with the 2025 diffusion tube monitoring calendar as published by Defra.

Diffusion tube annualisation

Annualisation is required for any site with data capture less than 75 per cent but greater than 25 per cent where results may not be reflective of the yearly average. Annualisation ensures that these sites are more reflective of a whole year’s data rather than just the months where data was collected.

Annualisation was required for three diffusion tube monitoring locations in West Suffolk, BRN9 48.1 per cent, NMK8 59.6 and GB9 67.3. Annualisation was completed using the DEFRA diffusion tube data processing tool using data from automatic monitoring sites in Cambridgeshire (Cambridge Roadside) and Norfolk (Norwich Lakenfields) Details of the annualisation process is included in Table C.1.

Table C.1 - Annualisation summary (concentrations presented in µg/m³)

Site ID	Annualisation factor Cambridge Roadside	Annualisation Factor Norwich Lakenfields	Average Annualisation factor	Raw data annual mean	Annualised annual mean
BRN9	0.9244	0.7952	0.8598	27.9	24.0
NMK8	1.0385	1.0907	1.0646	14.7	15.6
GB9	1.0134	0.9652	0.9893	28.1	27.8

Diffusion tube bias adjustment factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NOx/NO2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

West Suffolk Council have applied a national bias adjustment factor of 0.78 to the 2025 monitoring data. A summary of bias adjustment factors used by West Suffolk Council over the past five years is presented in Table C.2.

Table C.2 – Bias adjustment factors from 2021 to 2025

Monitoring year	Local or national	If national, version of national spreadsheet	Adjustment factor
2025	National	03/26	0.78
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.78

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.

Distance correction should be considered at any monitoring site where the annual mean concentration is greater than 36µg/m³ and the monitoring site is not located at a point of relevant exposure (taking the limitations of the calculator into account).

No diffusion tube NO2 monitoring locations within West Suffolk met the above requirements distance correction during 2025.

Appendix D: Maps of monitoring locations and AQMAs

Figure D.1 – Map of non-automatic monitoring sites: Brandon

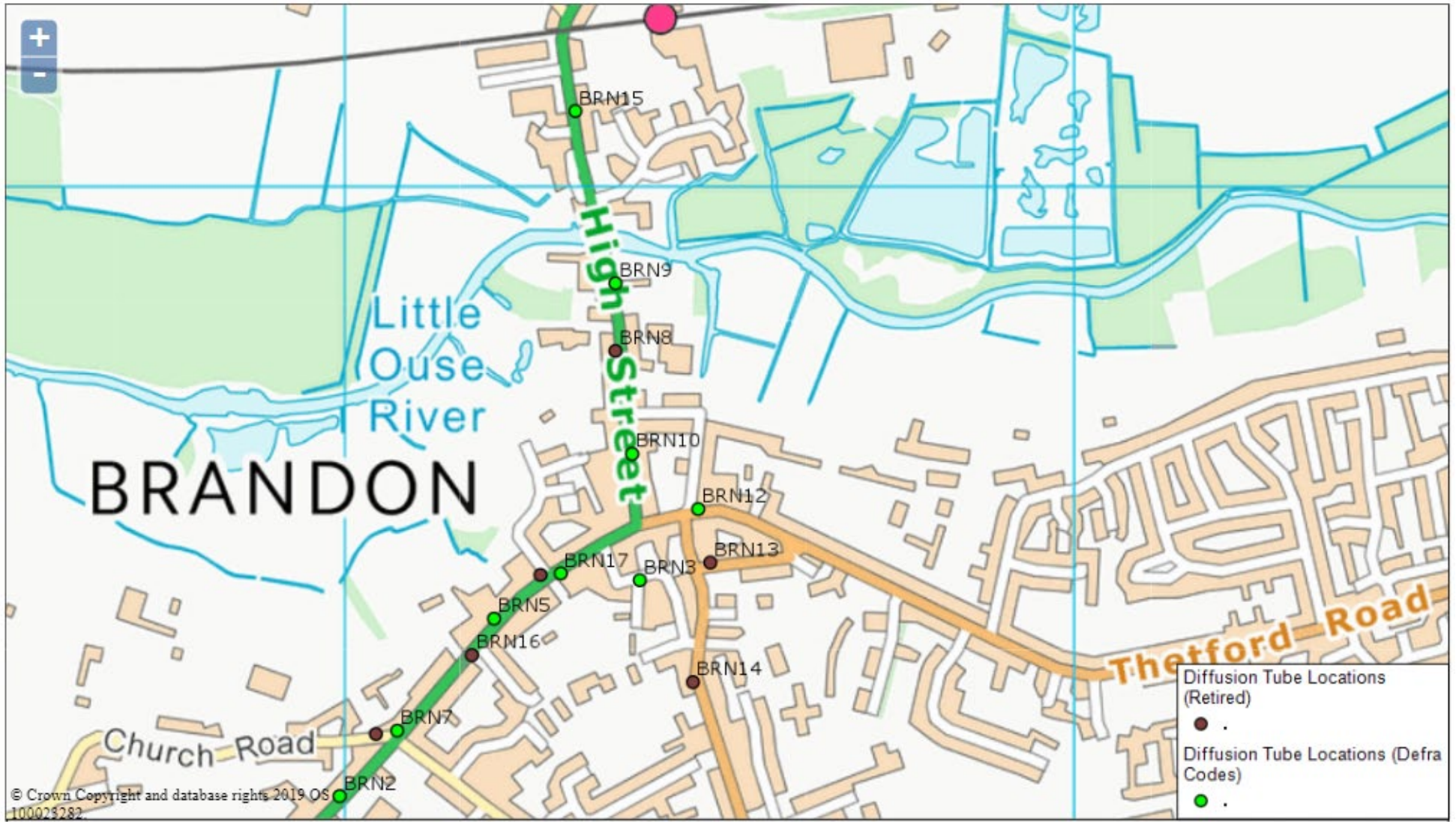


Figure D.2 – Map of non-automatic monitoring sites: Bury St Edmunds (north)

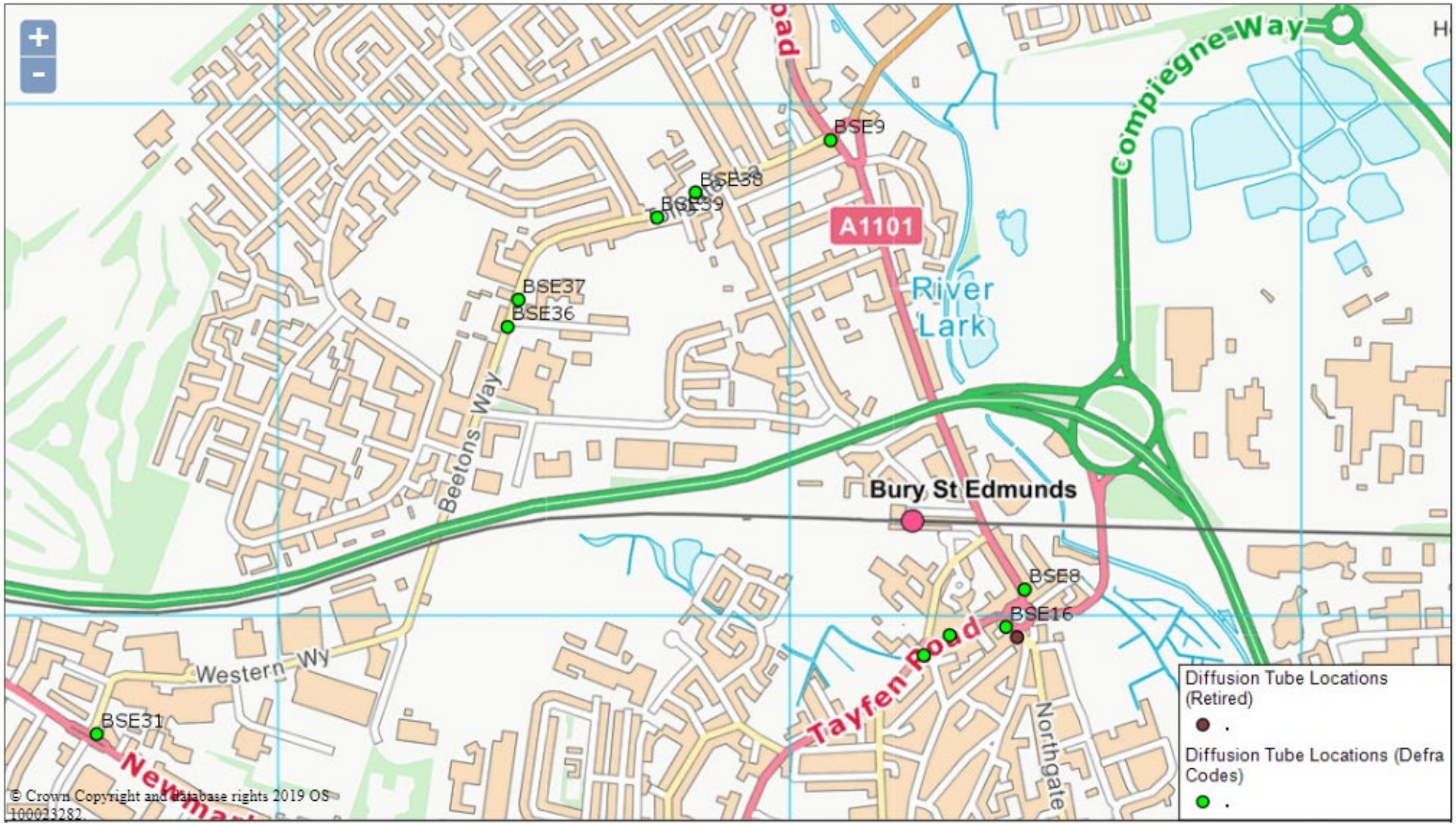


Figure D.3 – Map of non-automatic monitoring sites: Bury St Edmunds (south)

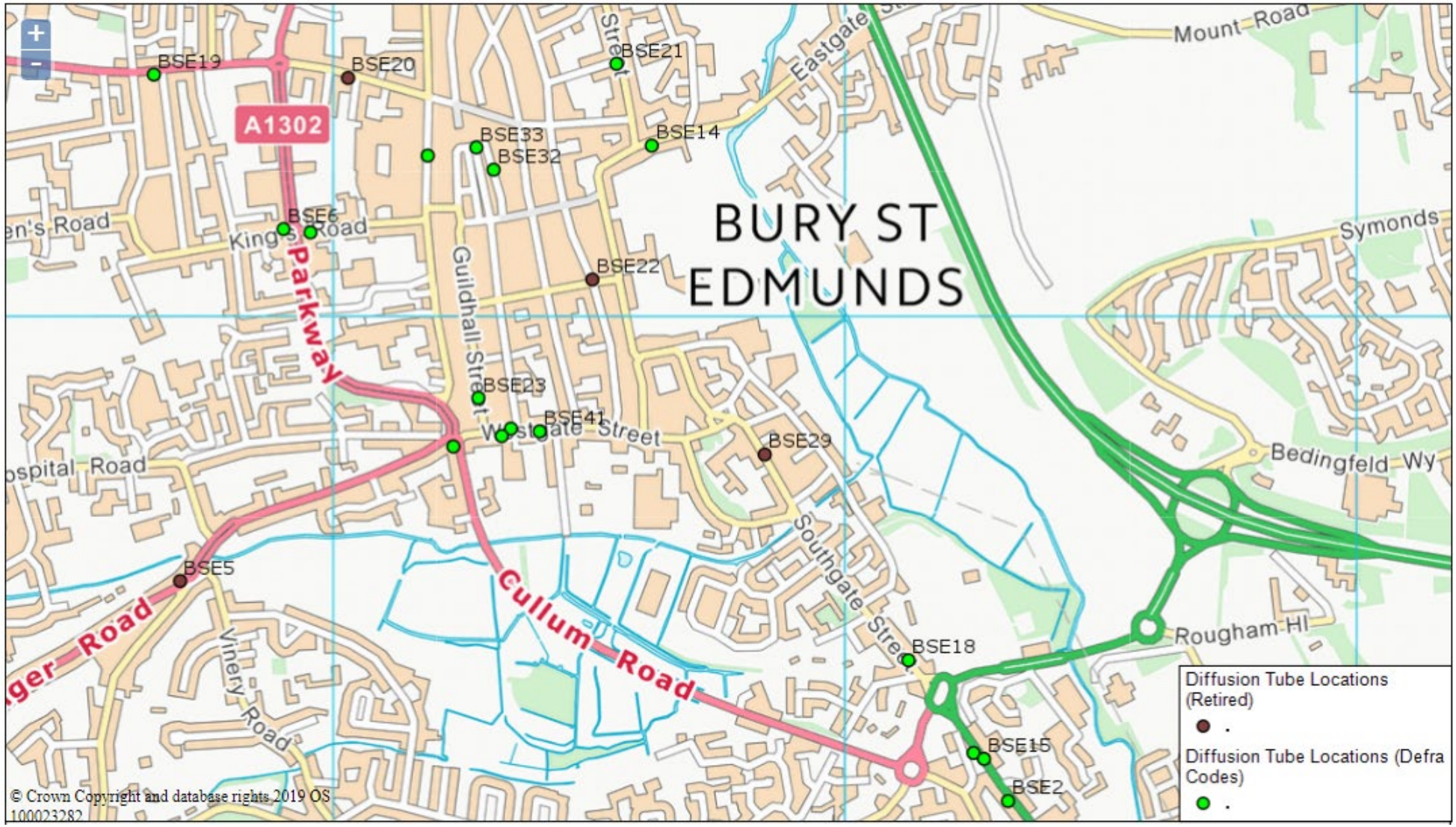


Figure D.4 – Map of non-automatic monitoring sites: Bury St Edmunds (east)

Figure D.5 – Map of non-automatic monitoring sites: Great Barton

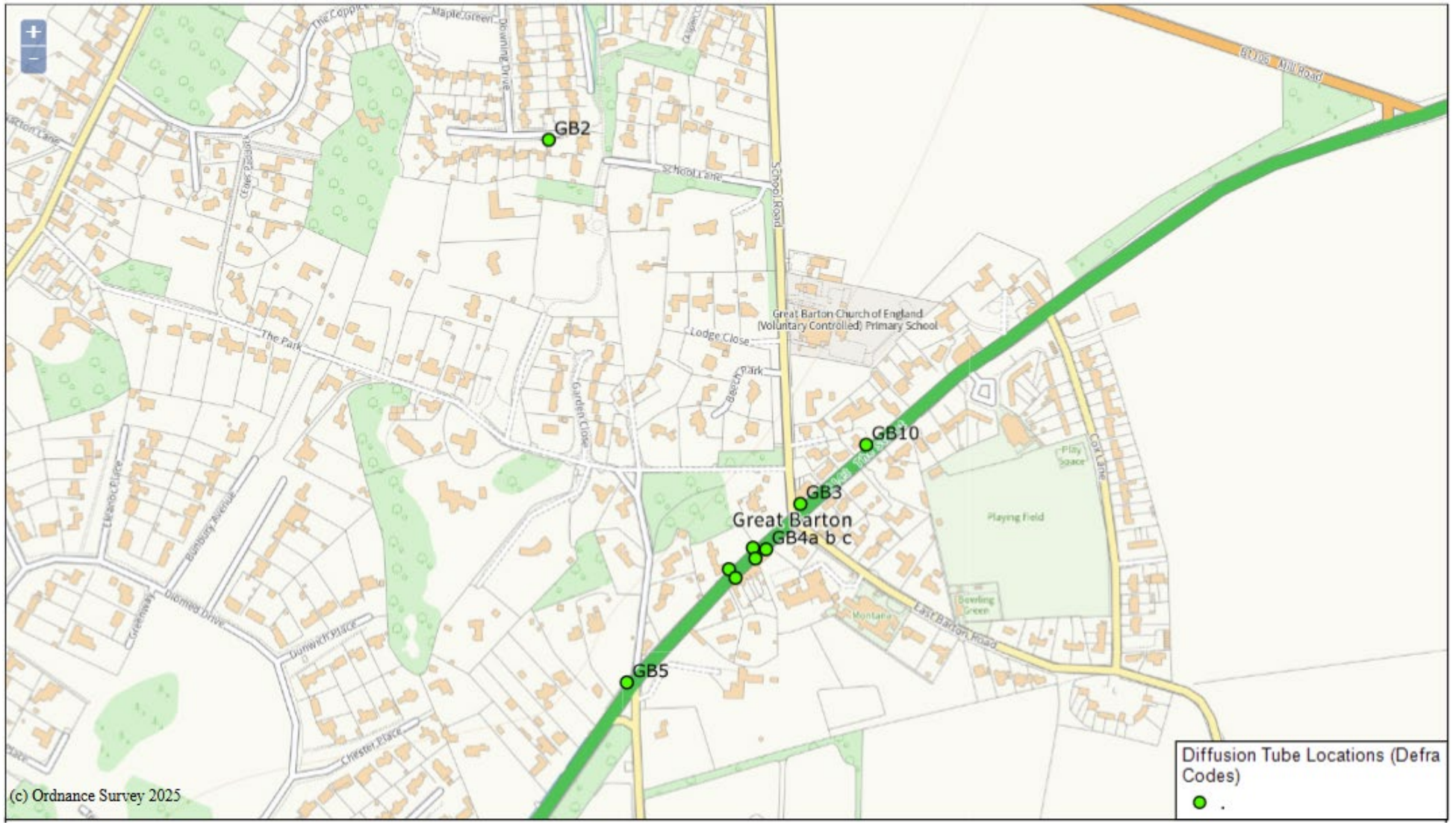


Figure D.6 – Map of non-automatic monitoring sites: Haverhill

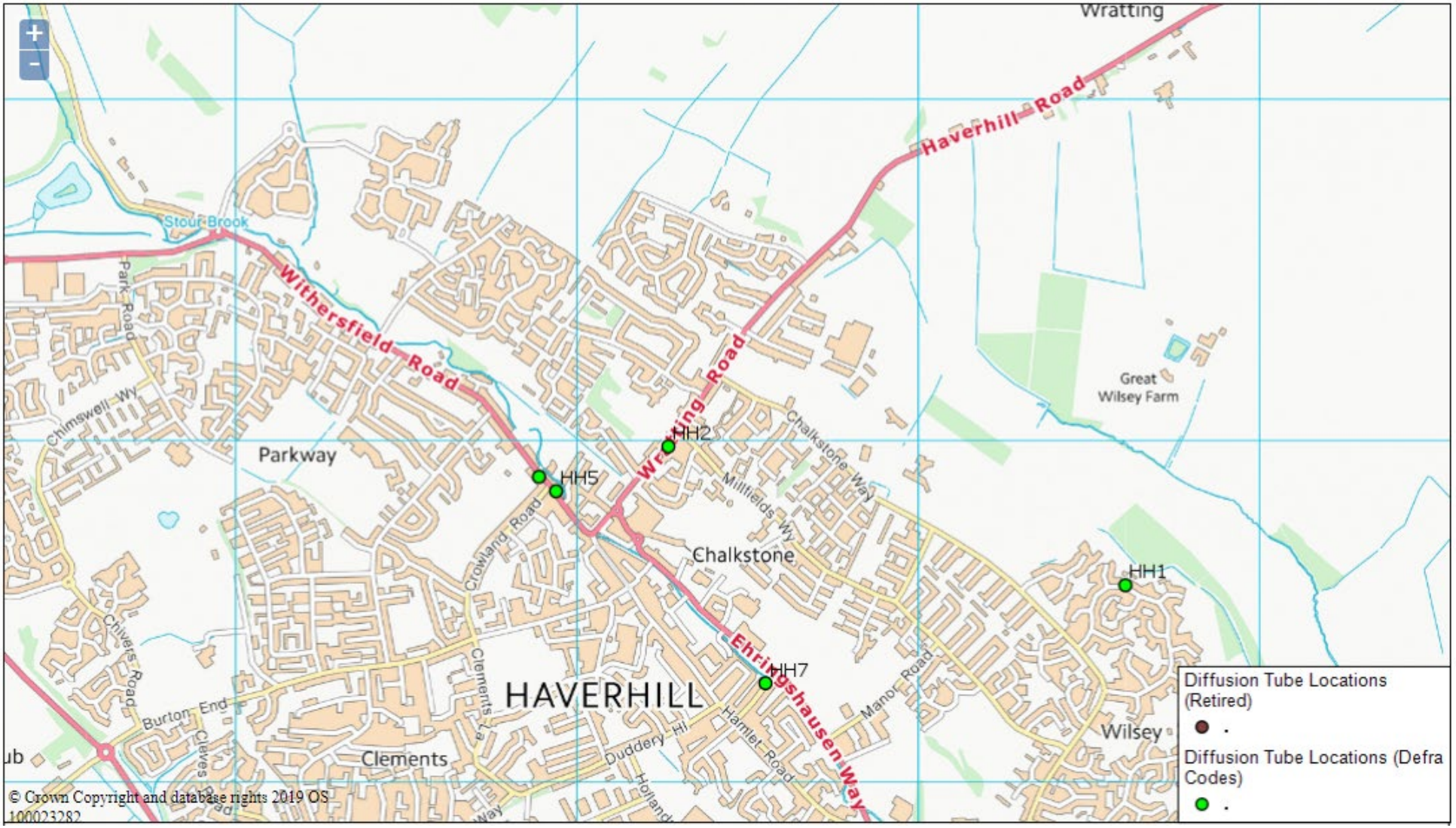


Figure D.7 – Map of non-automatic monitoring sites: Clare

Figure D.8 – Map of non-automatic monitoring sites: Lakenheath

Figure D.9 – Map of non-automatic monitoring sites: Mildenhall

Figure D.10 – Map of non-automatic monitoring sites: Newmarket town centre

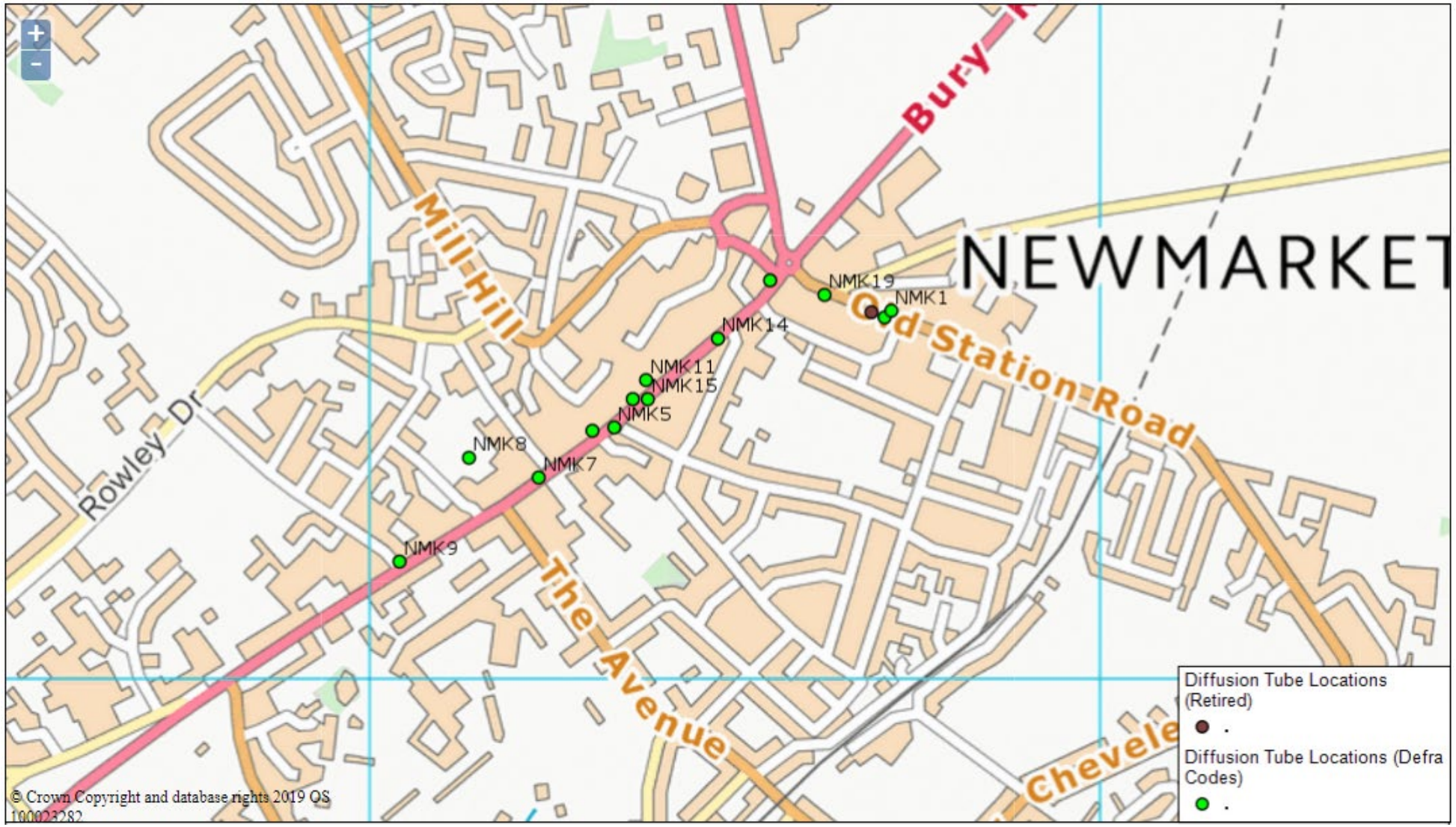


Figure D.11 – Map of non-automatic monitoring sites: Newmarket North

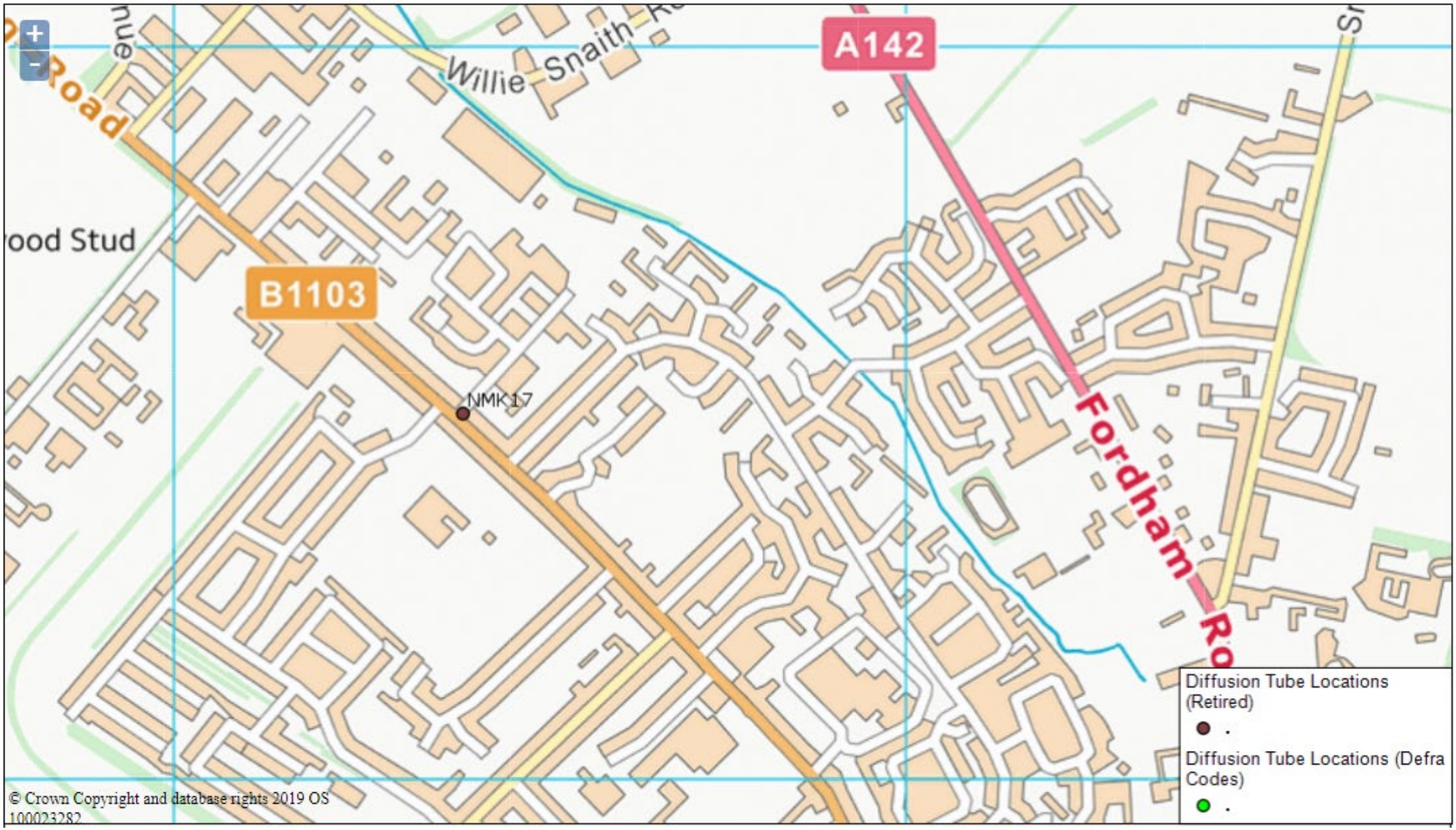


Figure D.12 – Map of non-automatic monitoring sites: Tuddenham

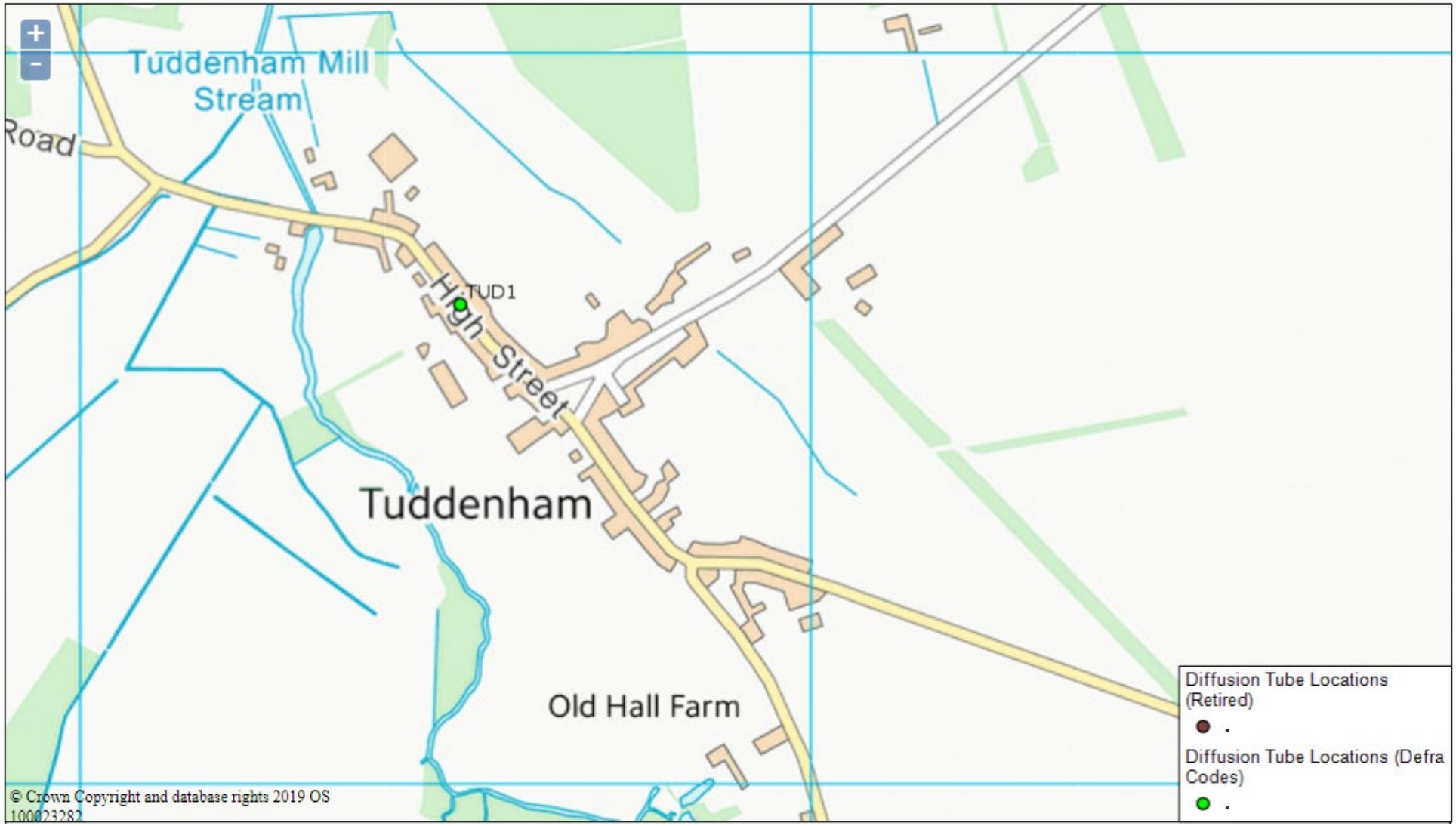


Figure D.13 – Map of non-automatic monitoring sites: Kentford

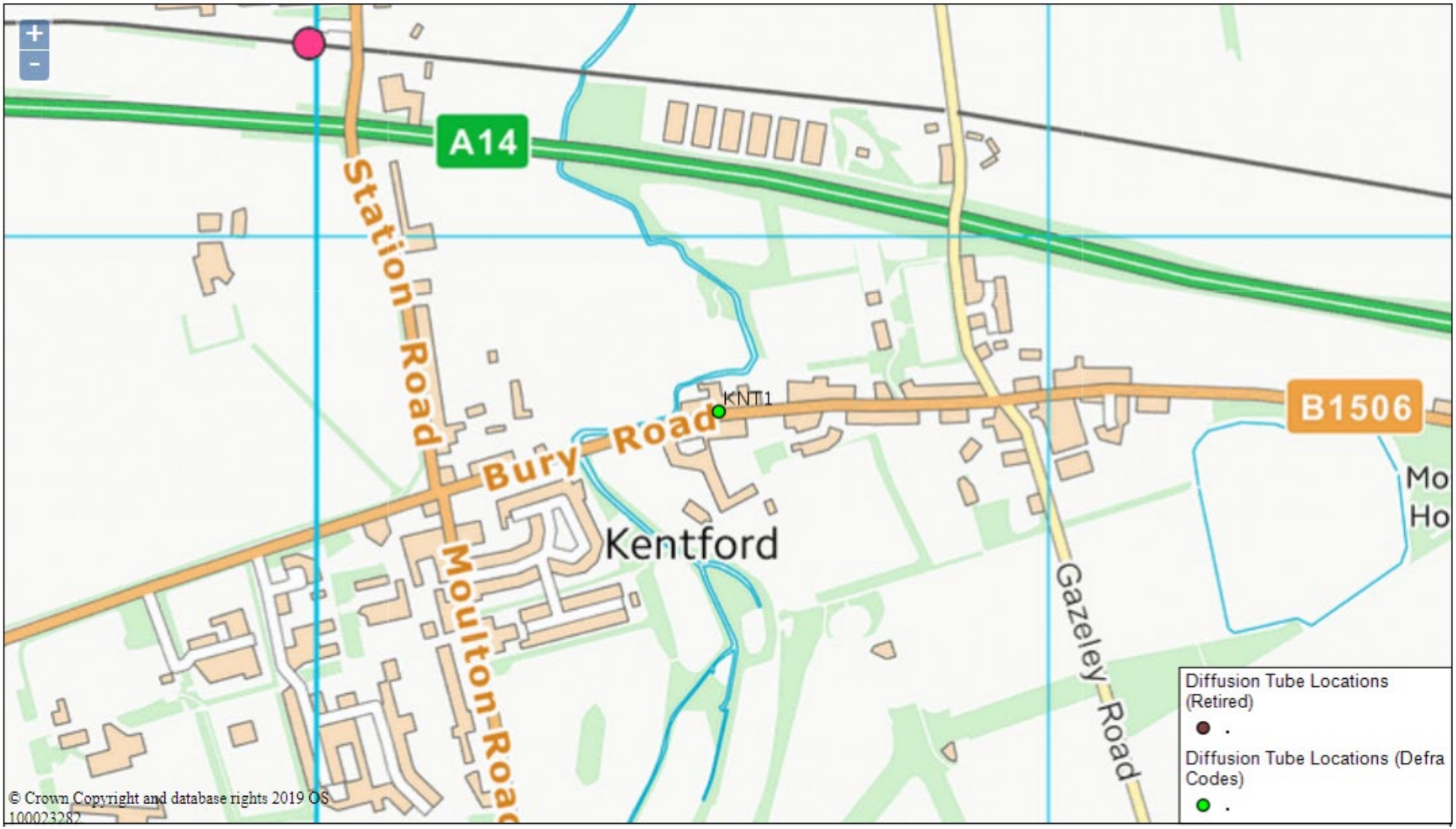


Figure D.14 – Map of non-automatic monitoring sites: Exning

Figure D.15 – Map of non-automatic monitoring sites: Barningham

Appendix E: Annual Status Report Appraisal Report 2025

The annual status report sets out new information on air quality obtained by West Suffolk Council (WSC) as part of the review and assessment process required under the Environment Act 1995 (as amended by the Environment Act 2021) and subsequent regulations.

West Suffolk is a largely rural area, and air quality continues to be relatively good, with no measured exceedances of air quality objectives (AQOs) in 2024. One of the main sources of pollution is road traffic which is generally worst in the market towns as well as along the A143 which is a designated HGV route cutting through Great Barton.

West Suffolk Council have one air quality management area (AQMA) declared within their jurisdiction: Great Barton AQMA. This was declared for the exceedance of annual mean NO2 concentrations in 2017. The council previously had another AQMA: Bury St Edmunds AQMA, which was revoked given the guidance provided in LAQM TG22, showing compliance with the AQO (40 µg/m^3) for five consecutive years. Monitored concentrations within the Great Barton AQMA have been in compliance of the objective (within 10 per cent) for five years (2020 – 2024). The council should proceed with plans to revoke the AQMA in 2025, as NO2 concentrations have remained compliant.

WSC undertook no automatic monitoring of pollutants in 2024. The council undertook non-automatic (passive) monitoring of NO2 at 80 sites in 2024. There were no exceedances of the annual mean AQO for NO2 in West Suffolk in 2024. The highest annual mean NO2 concentration in 2024 was 32.1 µg/m^3, reported at site GB6 (Post Office 2, Telegraph Pole, Great Barton) in the Great Barton AQMA. Monitored annual mean NO2 concentrations in West Suffolk in 2024 have generally decreased compared with 2023 levels, with a long-term downward trend observed across the network. As no diffusion tube sites recorded an NO2 concentration greater than 60µg/m^3, it is unlikely there were any exceedances of the AQO for 1-hour mean NO2.

The council have robust QA and QC procedures in place and have applied these appropriately to the 2024 monitoring data. WSC used the laboratory, Didcot, and the analysis method 50 per cent in TEA in acetone. Annualisation was required for three sites in 2024, due to insufficient data capture, with the council providing details of the annualisation process (including details of the automatic monitoring sites used) within the report. A national bias adjustment factor of 0.78 has been correctly applied to the 2024 monitoring data, with reference to the version of the National Bias Adjustment Factor spreadsheet made. No diffusion tube NO2 monitoring locations within West Suffolk met the requirements for distance correction during 2024.

The council provide information regarding the 19 measures taken forward in 2024 aimed at improving local air quality. These include implementation of the electric vehicle charging points, anti-idling campaigns and promotion of better domestic solid fuel burning.

On the basis of the evidence provided by the local authority the conclusions reached in the report are **accepted** for all sources and pollutants. Following the completion of this report, West Suffolk Council should submit an annual status report in 2026.

Commentary

The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

1. Detailed discussions and presentations of NO2 trends have been broken down into regional areas, this provides significant detail about the air quality within West Suffolk in a well-structured way. They also highlight developments which may impact certain monitoring locations in the future (e.g. the Haverhill north-west relief road). This gives good insight into the air quality levels in the area and is commended. Such features are encouraging to see, and should be included within future reports.

2. There are several typographical, referencing and formatting errors within the report. Although this does not affect the readability, future reports should be checked for such errors, and these should be rectified prior to submission.

3. The report has not been completed in line with the LAQM Defra ASR template. Although this does not affect the readability, it is recommended that future reports follow the correct template.

4. A clear statement has been provided that the monitoring has been undertaken in line with the 2024 diffusion tube monitoring calendar published by Defra. This is appreciated for clarity.

5. The Council provide a lot of detail in the executive summary around the air quality in West Suffolk, and also include a helpful list of suggested actions for the public to get involved. This is welcomed.

6. Table A.1 has some errors in it – sites GB4 and GB6 should say in the AQMA column that they are in Great Barton AQMA. This should be corrected before final submission.

7. The council provide clear maps showing the locations of their non-automatic monitors and the AQMA boundary.

8. West Suffolk Council should review monitored 2024 concentrations within the Great Barton AQMA and consider revocation in line with guidance provided in LAQM TG22.

9. Last year's appraisal comments have not been included in this year's ASR. This should be included in future ASRs.

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 or are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual status report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
FDMS	Filter dynamics measurement system
LAQM	Local air quality management
NO2	Nitrogen dioxide
NO_x	Nitrogen oxides
PM10	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM2.5	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality assurance and quality control
SO2	Sulphur dioxide
EV	Electric Vehicle

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.