St Edmundsbury Borough Council

St Edmundsbury Borough Council Air Quality Action Plan

Great Barton Air Quality Management Area

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

June 2018

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Great Barton between 2018 and 2022. This is the first air quality action plan produced for Great Barton.

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.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[1]. St Edmundsbury Borough Council and Suffolk County Council are committed to reducing the exposure of people in Great Barton to poor air quality in order to improve health.

We have developed actions that can be considered under 4 broad topics:

- Traffic management
- Promoting low emission transport
- Public information
- Transport planning and infrastructure

Our priorities are improving traffic flow through the AQMA. The only feasible identified project to achieve this being the moving of the pedestrian crossing away from the AQMA. We are also exploring ways of reducing HGV's travelling through the AQMA (for example, by removing restrictions on the A1088).

In this AQAP 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, and so we will continue to work with regional and central government on policies and issues beyond St Edmundsbury's direct influence.

[1] Defra. Abatement cost guidance for valuing changes in air quality, May 2013

Responsibilities and Commitment

This AQAP was prepared by the Environment and Energy Team of St Edmundsbury Borough Council with the support and agreement of Suffolk County Council.

This AQAP has been approved by:

- David Collinson (St Edmundsbury Borough Council)
- Sue Roper (Suffolk County Council)

This AQAP will be subject to an annual review, appraisal of progress and reporting to the Licensing and Regulatory Council Committee. Progress each year will be reported in the Annual Status Reports (ASRs) produced by West Suffolk councils (St Edmundsbury Borough Council and Forest Heath District Council), as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Matthew Axton using the details contained on the contact page above.

Table of Contents

List of Tables

List of Figures

1 Introduction

This report outlines the actions that St Edmundsbury Borough Council will deliver between 2018 and 2022 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors within the Great Barton Air Quality Management Area.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within West Suffolk councils' air quality Annual Status Report.

2 Summary of Current Air Quality in the Great Barton Air Quality Management Area

Please refer to the latest ASR from West Suffolk councils for more detailed information on the current air quality throughout the borough.

Great Barton is a village approximately 4km north east of the centre of Bury St Edmunds, which is the largest town in west Suffolk. The A143 cuts through the centre of Great Barton. The A143 is the main road linking Bury St Edmunds to a number of rural areas as well as south Norfolk towns such as Diss and Great Yarmouth. The A143 is a designated Strategic Lorry Route on the Suffolk lorry route network (https://www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-Amended-FEB17.pdf).

Along the A143 in Great Barton, monitoring for nitrogen dioxide (NO_2), using diffusion tubes, has taken place since 2007. Exceedances have been recorded throughout that time and an AQMA was previously in place between 2009 and 2012, however, this was revoked on the basis of legal advice at that time. The AQMA was reinstated after a review following the publication of national guidance in April 2016 and was formerly re-declared on 18th April 2017. Current monitoring locations and the extent of the AQMA are shown in figures overleaf.

The AQMA is limited in size, comprising numbers 1 to 8 and Gatehouse Cottage, The Street, Great Barton. These properties are almost the only dwellings in Great Barton where the building has a roadside frontage, with most other dwellings in the village generally being set back from the road behind medium to large front gardens. Opposite the AQMA, the road is bordered by a flint and brick wall, wooden fence and heavy vegetation, which restrict dispersion of pollutants. The only controlled crossing of the A143 in Great Barton is also adjacent to the AQMA, which disturbs traffic flow in the area. Two minor roads also join the A143 just to the east of the AQMA, which also causes further disturbance of traffic flow and acceleration through the sensitive area. The pedestrian crossing and junctions are often especially busy during the school pick up and drop off period due to the proximity of the village school. Traffic also queues (during the afternoon peak period) through the village due to congestion at a junction to the east of the village.

The most recent (2017) annual mean value for nitrogen dioxide at the key monitoring location is 36.0µg/m^3, which is marginally below the Air Quality Objective (AQO) of 40.0µg/m^3. However, it should be recognised that this monitoring point is just beyond the end of the row of cottages and therefore a further two monitoring locations (GB6 and GB7) have been added within the AQMA at the beginning of 2018. Initial data from these two points suggests that these new locations will be above the AQO of 40.0µg/m^3 being approximately 30% higher than the existing monitoring location of GB4. An annual mean for this data will not be available until a full year of data is collected at the end of 2018.

The concentration of NO_2 has fallen steadily over the past few years as shown in the below graph. This reduction in pollution has been at a quicker rate than average for the monitoring points in the West Suffolk councils' area.

Figure 1 - Trends in Concentration of Nitrogen Dioxide in Great Barton (2012 to 2017)

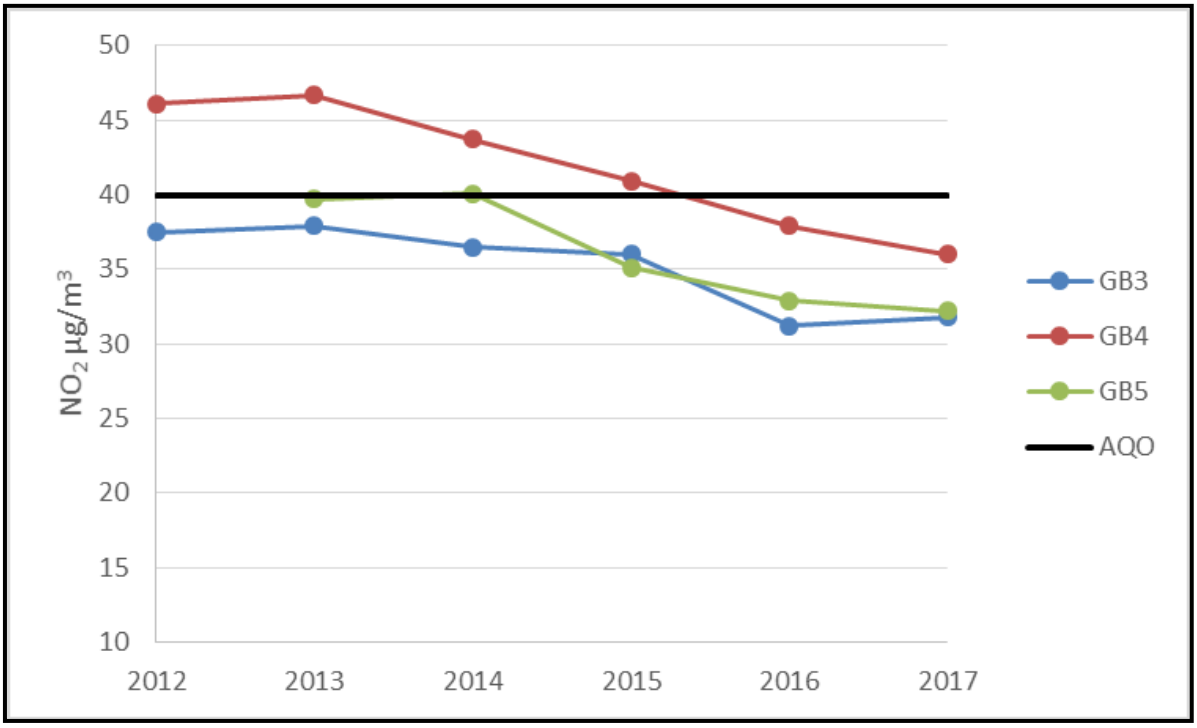


Figure 2 - Air Quality Monitoring Points

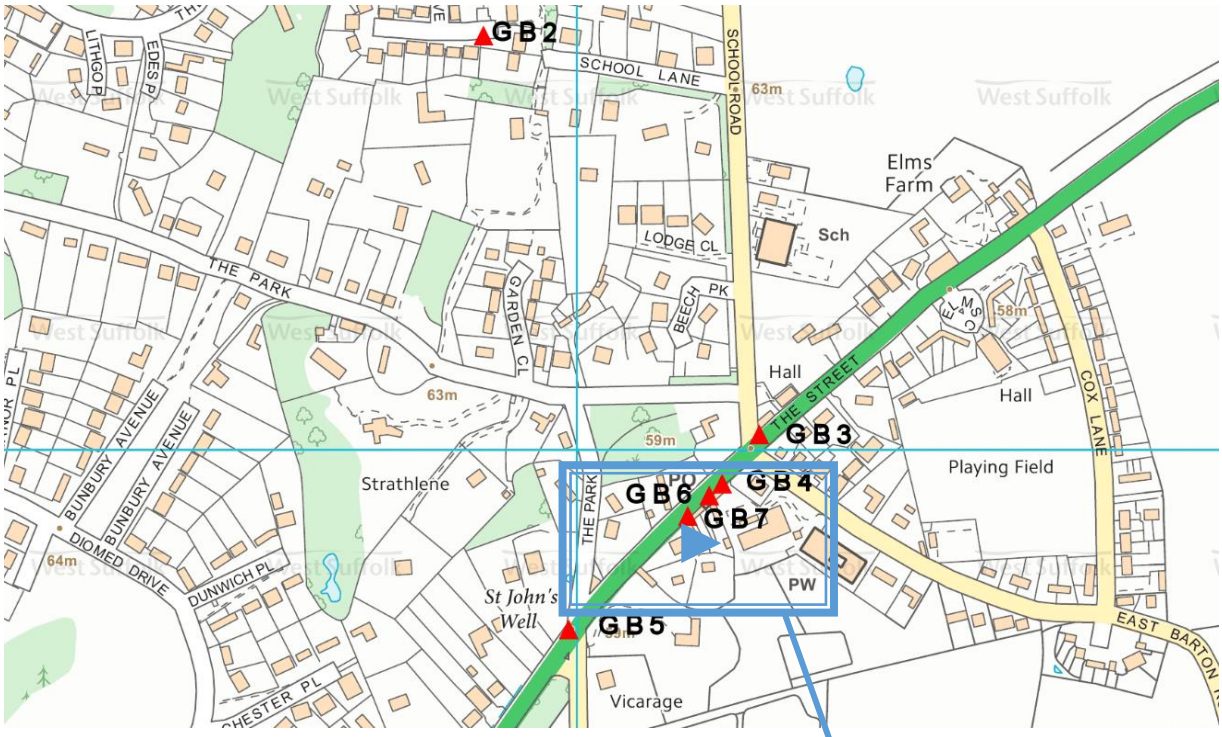
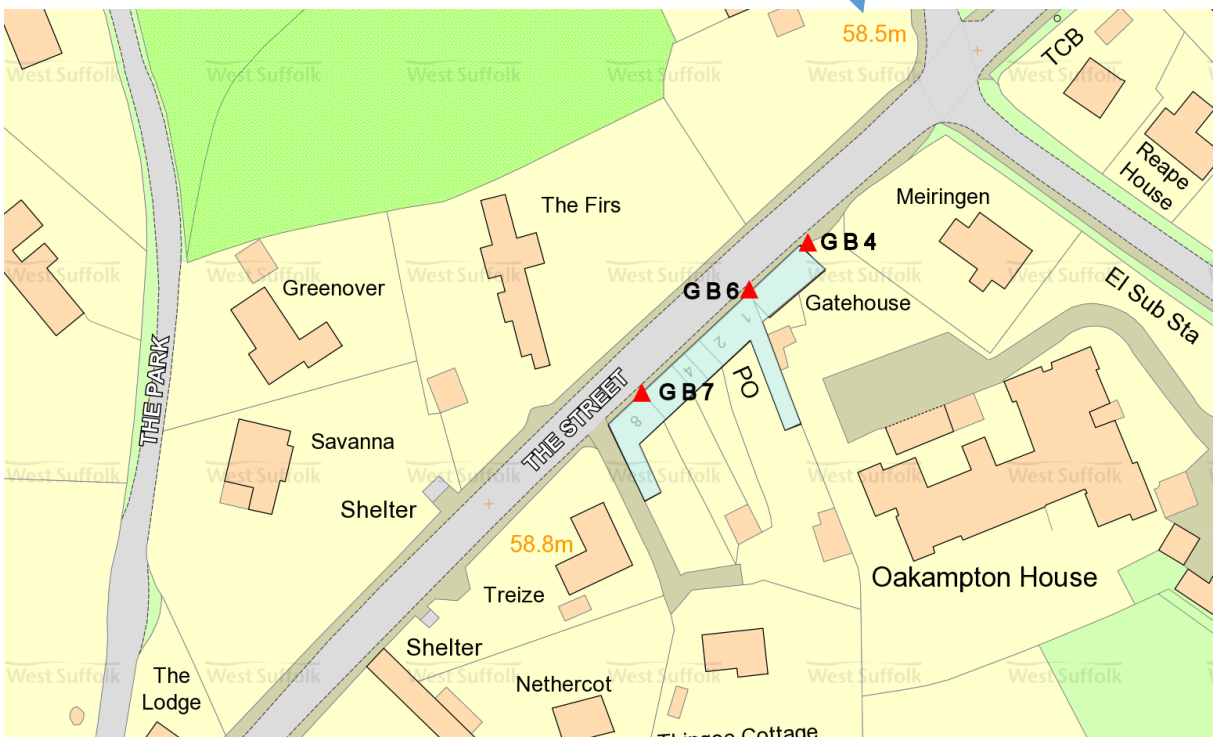


Figure 3 - AQMA and Air Quality Monitoring Points



Traffic data from the Department of Transport, shows a slight increase in overall traffic volumes along the A143 over the last 5 years.

Table 1 - Summary of Traffic Data from the Department of Transport website* (Count Point 26704) – Number of vehicles per day

Year	Motor Cycles	Cars	Buses / Coaches	Light Goods Vehicles	Heavy Goods Vehicles	Total Motor Vehicles
2012	97	11002	104	1843	1168	14214
2013	100	10977	102	1907	1161	14248
2014	106	11386	138	1953	1057	14640
2015	106	11307	140	2127	1115	14793
2016	100	11416	141	2260	1124	15041

*www.dft.gov.uk/traffic-counts/

3 St Edmundsbury Borough Council's Air Quality Priorities

3.1 Public Health Context

Local air quality is a clear public health issue and following a reform of public health services, local authorities now have a duty to carry out a public health function in relation to air quality. Local authorities therefore need to promote links with departments including public health, environmental protection, transport, planning and sustainability to raise awareness of the effect of air pollution on public health and to encourage local action to be taken. St Edmundsbury Borough Council, as part of the Suffolk Air Quality Group, is working with the Public Health division within the County Council on ways to better integrate and promote LAQM work across these disciplines as well as working with Suffolk County Council Travel Planners and Borough and District Planning Policy teams to ensure that air quality is appropriately considered and integrated into local travel plans and planning policy documents.

The Department for Health's Public Health Outcomes Framework includes an indicator related to air pollution on the "fraction of mortality attributable to Particulate air pollution", broken down by local authority. In St Edmundsbury Borough Council this fraction is reported as 5.0% which is slightly higher than the English average of 4.7%. Actions that are considered to reduce road traffic related emissions of NO_2 are also likely to address emissions of particulates thus contributing to an improvement in this indicator.

3.2 Planning and Policy Context

St Edmundsbury Borough Council have adopted site allocation documents Bury St Edmunds, Haverhill and Rural vision 2031 which form part of the local plan and were adopted in 2014. The Core Strategy for St Edmundsbury Borough Council was adopted in 2010, whilst the West Suffolk Joint Development Management Policy Document was adopted by St Edmundsbury Borough and Forest Heath District councils in 2015. Planning Policy documents can be found at: www.westsuffolk.gov.uk/planningpolicy

A number of allocated development sites are of particular relevance to Great Barton, including the North-East Bury St Edmunds Strategic Site (Policy BV6, Bury St

Edmunds Vision 2031), which is proposed to deliver approximately 1250 homes between Bury St Edmunds and Great Barton, directly adjacent to the A143. This development is not expected to deliver a by-pass for Great Barton, but should facilitate the future provision of an A143 Great Barton by-pass. An allocated site within Great Barton, Land at School Road (Policy RV18, Rural Vision 2031), allows for the provision of 40 dwellings up to 2031. Policy RV18 states that the development on Land at School Road "*will need to respect and respond appropriately to issues of congestion, air quality…*"

General policies relevant to air quality include Policy CS2 E) of the Core Strategy which states:

> "*A high quality, sustainable environment will be achieved by designing and incorporating measures appropriate to the nature and scale of development, including: …*
>
> *E) conserving and, wherever possible, enhancing other natural resources including, air quality and the quality and local distinctiveness of soils*"

Policy DM14 of the Joint Development Management Policy Document, which states:

> "*Proposals for all new developments should minimise all emissions and other forms of pollution (including light and noise pollution) and ensure no deterioration to either air or water quality.*"

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the Great Barton Air Quality Management Area.

A source apportionment exercise undertaken by West Suffolk in line with Defra guidelines in 2017 using 2016 traffic data and air quality data. This identified that within the AQMA, the percentage source contributions are detailed in Table 2:

Table 2 - Source apportionment by vehicle type

	Motor Cycles	Cars	Buses / Coaches	Light Goods Vehicles	Heavy Goods Vehicles	Total Motor Vehicles
Percentage as volume of traffic	0.7	75.9	0.9	15	7.5	100
Percentage as roadside NO_x contribution	0.1	43.5	6.4	19.7	30.3	100

Overall, in 2016, roadside contributed 73.6% of the NO_x pollution, whilst background levels contributed to 26.4%. It should be noted that when data is available from the new monitoring locations, this background percentage contribution may reduce due to the likely higher overall concentration.

3.4 Key Priorities

The only significant source of air pollution at the site is the traffic travelling along the A143, with cars causing over 40% of this pollution and HGVs causing over 30%, however HGVs make up less than 10% of the overall traffic volume. Reducing the number of HGVs travelling through the AQMA would therefore be the most effective way to reduce the levels of pollution being produced.

It is also apparent that the very local circumstances of the AQMA contribute significantly to the problem, as monitoring locations on the A143 outside the AQMA are noticeably lower. Therefore measures to improve the flow of traffic through the AQMA, such as moving the pedestrian crossing, could also benefit the Air Quality.

- Reduce HGV numbers by investigating lifting of restrictions on other routes and engaging with local businesses.
- Improve flow of traffic by, for example, moving the pedestrian crossing out of the immediate proximity of the AQMA and by making improvements to junctions that impact on the AQMA
- Ensure local developments take into account and contribute positively to the local air quality.

The provision of a by-pass will undoubtedly solve the air quality issues within Great Barton and the principle of a by-pass is generally supported by local residents, St Edmundsbury Borough Council and Suffolk County Council. However, it is recognised that this would constitute a multi-million pound investment and that the

funding is not currently available and is unlikely to become available as a result of inclusion within this Air Quality Action Plan. We therefore recognise that action on more achievable measures is considered appropriate.

4 Development and Implementation of St Edmundsbury Borough Council Great Barton AQAP

4.1 Consultation and Stakeholder Engagement

When consulting on the declaration of the AQMA, we requested comments on potential causes of the high pollution levels and potential measures for inclusion in the AQAP. This consultation went out to all the bodies listed in Table 3 below, as required by Schedule 11 of the Environment Act 1995. In addition, we directly consulted all residents within approximately 300m of the centre of the proposed AQMA.

The response to our consultation stakeholder engagement is given in Appendix A.

Table 3 - Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	the highways authority
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate, such as Public Health officials
Yes	bodies representing local business interests and other organisations as appropriate

Responses to the consultation highlighted numerous issues, which have been grouped into the following topics:

- General volume of traffic (5 respondents)
- Lack of space for dispersion (3 respondents)
- Location of crossing (7 respondents – 3 respondents highlighting the importance of the crossing)

- Traffic movements with the East Barton Road and School Road (5 respondents)
- Traffic build up due to junctions away from key area (1 respondent)
- Bus stops disturbing flow of traffic (5 respondents)
- Proposed additional housing (4 respondents)
- Proximity of the school (1 respondent)
- Need for by-pass (2 respondents)

4.2 Steering Group

The steering Group has now met on three occasions and consists of the following key people:

- St Edmundsbury Borough Council Air Quality Officer
- Suffolk County Council Highways Engineer
- St Edmundsbury Borough Council Principal Planning Officer
- St Edmundsbury Borough Council Ward Member for Great Barton (Chair)
- Great Barton Parish Council Chairman
- Great Barton Local Plan member responsible for Environment
- Great Barton Primary Academy representative
- Local Representatives (x2)

5 AQAP Measures

Error! Reference source not found. shows the St Edmundsbury Borough Council AQAP measures relating to the Great Barton AQMA. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future ASRs for regular annual updates on implementation of these measures

Table 4 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Great Barton bypass	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	Suffolk County Council	N/A	N/A	N/A	N/A	N/A	N/A	Currently unlikely to progress due to insufficient funding
2	Moving of the pedestrian crossing	Traffic Management	UTC, Congestion management, traffic reduction	Suffolk County Council	2018	2019	Reductions in Concentrations to below the objective	Greater reduction in concentrations than at other monitoring location in Great Barton. Study to quantify reduction being commissioned.	Broad feasibility study carried out	2019	Planning condition on DC/17/1166/FUL requires the provision of crossing points linking the existing footways of The Street
3	Improvement of 'Bunbury Arms' junction to Thurston	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	Suffolk County Council	2018-2020	2021	Monitoring of queues through Great Barton	To be confirmed.	Outline design completed	2021	Section 106 funding has been secured from developments in Thurston (within Mid Suffolk District Council). This will be the second scheme delivered through this funding.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
4	Amendments to lorry restrictions on A1088	Freight and Delivery Management	Route Management Plans/ Strategic routing strategy for HGV's	Suffolk County Council	Unknown	Unknown	Reduction in lorries using the A143	Approximately 1μg/m^3 reduction for every 100 HGVs diverted per day.	None	Unknown	HGV restrictions on the A1088 mean more HGV's use the A143. Investigations ongoing into the reasoning for and current applicability of the restrictions on the A1088. It is recognised that this measure would have a potential negative impact outside of West Suffolk jurisdiction and would require very careful consideration and environmental assessment.
5	Amendments to School Road to make one way traffic	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	Suffolk County Council	N/A	N/A	N/A	N/A	Assessed and considered not currently feasible	N/A	Preventing traffic from exiting School Road on to the A143 would allow smoother traffic flow on A143 and prevent fast acceleration from School Road through the AQMA – Not currently feasible – See Appendix B
6	Anti-idling campaigns	Public Information	Via other mechanisms	West Suffolk	2017 / 2018	2018	Reduction in vehicle idling	Minimal	Awareness Campaign under development	Spring 2018	West Suffolk wide campaign. Unlikely to have a direct impact on the AQMA, although could reduce background levels.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
7	Targeted HGV campaigns	Public Information	Via other mechanisms	West Suffolk	2018	2018 / 2019	Reduction in HGVs through AQMA at busy periods	1-2%	n/a	Summer 2018	Campaign to target companies that have lorries that use the A143 on a regular basis to avoid peak times.
8	Section 106 improvements	Transport Planning and Infrastructure	Cycle network / Bus route improvements	West Suffolk	2018	TBC	Better sustainable access to Bury St Edmunds	To be confirmed once detailed applications are submitted.	None	TBC	Advocate for more sustainable transport links with Bury St Edmunds through section 106 agreements on local strategic development sites.
9	Increased electric vehicle charge points (West Suffolk wide project)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	West Suffolk	Ongoing	Ongoing	Number of charge points within West Suffolk	Unknown	Numerous charge points secured through planning conditions	Ongoing	Schemes to increase the number of charge points throughout West Suffolk, including through planning and through direct West Suffolk investment.
10	Filters / screens for directly affected residents	No Suitable Category	N/A	West Suffolk	2018	2018	Filters / screens installed	N/A	N/A	2018	Provision of filters or screens for the front windows of directly affected residents.

Appendix A: Response to Consultation

Table A.1 – Summary of Responses to AQMA declaration Consultation

Topic	Responses	Discussion
General volume of traffic (including a significant proportion of HGVs)	❶ Most prevalent factors are the density of traffic during peak hours ❷ We moved to The Street 50 years ago, the traffic volume has increased so much it can take 10 minutes to leave our property (next to no.X) between 7am and 9am and 4pm and 6pm. The traffic just crawls, at night almost to a standstill despite the crossing not used and the shop closes at 1pm every day. Our garden plants are black with pollution. ❸ Ticked ❹ The traffic volume is such that it is dangerous to walk on The Street. ❺ As well as pollution, the volume of traffic, particularly lorries, has a massive impact on these historic row of cottages, now almost 200 years old - they shake and vibrate when lorries drive past. The main issue is	Five respondents noted the general volume of traffic along The Street, two specifically mentioning the rush hour traffic. This is the key factor and most difficult to effectively change. There are measures that could be investigated to spread the volume of traffic to prevent such a build-up during the rush hours or alternatively improving the flow of traffic by, for example, upgrading the Bunbury Arms junction. However, the only really effective method of reducing the traffic flow would be to divert the traffic. None of the current routes for diversion are suitable in their current state so the logical conclusion is that a bypass is required. Officers are aware that this is not realistically forthcoming, however, we will take this to the steering group to discuss further and agree preferred routes.

	traffic queueing in rush hour - this is now daily (considerably worse than 3 years ago).	
Buildings being close to the roadside preventing dispersion of pollutants	❶ Crossing in area of dense overhanging vegetation preventing dispersal of pollutants. ❷ In summer when trees are in full leaf the canopy over "The Street" must effect the dispersal of pollutants. ❸ In your list of reasons for the air quality being problematic you include in item 'b.' buildings being close to the road preventing the dispersion of pollutants. In this respect (dispersion of pollutants), you have missed the fact that there are tall trees, opposite the village shop, that also provide a "wind shelter" that prevents the dispersion of pollutants. How you have missed this very obvious point is puzzling. Please take it into consideration when you formulate your proposals. Cutting down these trees should be the first point in any proposals	Three respondents noted that the tree canopy would also likely prevent the dispersion of pollutants. We agree this is likely to be a factor, however, trees can also be beneficial in 'soaking up' pollutants, and provide significant amenity. Removing the trees would not provide any secondary benefits. We will take this forward to the steering group but Officers would not support removal of the trees.
The traffic flow being disturbed by the pedestrian	❶ Crossing in area of dense overhanging vegetation	Seven respondents made note of the crossing. In terms of air quality, the crossing is not ideally located, because westbound traffic accelerate (and thus cause greatest emissions)

crossing	preventing dispersal of pollutants. ❷ The pedestrian traffic lights are the next ❸ School Children and parents ❹ This is essential to avoid people (including children) having to "dodge" the traffic which will not stop for any pedestrians trying to cross the road. Before the traffic lights, we took our lives in to our hands trying to cross the road. ❺ Traffic Lights are contributing to this, they need to be moved towards church institute. ❻ The pedestrian crossing assists in reducing speeding traffic on "The Street". ❼ The pedestrian crossing is essential. Many years ago a child was killed crossing the main road to the shop. With a large proportion of villagers living on the Conyers Green side of the village losing the pedestrian crossing will be an accident waiting to happen. Lots of the users of public transport, including many elderly, have to cross the road to get to the bus stop.	immediately adjacent to the area of concern, where there is no space for pollutants to disperse. Eastbound traffic would be stationary in the area of concern waiting for the green light. As two respondents note, the crossing is essential to allow people to cross the road and Officers would not support removing all crossings from Great Barton, as this is obviously a vital piece of infrastructure. However, we will take this to the steering group to investigate the possibility of moving the crossing or adding a further crossing to take some pressure off the existing crossing point.

The traffic flow being disturbed by traffic entering and exiting the School Road and East Barton Road junctions	❶ traffic movements at the junction of The Street with School Lane and East Barton Road ❷ Dangerous, yellow lines need extending ❸ The traffic does not have priority at all times ❹ Ticked ❺ The Yellow hatching at the junction of East Barton Road and The Street is practically invisible and frequently ignored.	Five respondents noted the junction of East Barton Road / School Road with The Street. Detailed comments mainly related to the safety aspects of the junction. This will be taken forward to the steering group to discuss further.
Traffic building up and queueing through the problematic area from the Thurston (Bunbury Arms) junction during afternoon rush hour	Most prevalent factors are the density of traffic during peak hours	Two respondents specifically noted the rush hour traffic, however, this has been covered above under point a.
Cars parking outside the Post Office and disturbing traffic flow	❶ To a much lesser extent, vehicles parking either outside of the post office or elsewhere. ❷ ticked ❸ For several months the Post Office has only been opening in the morning and this has reduced the number of cars parking outside the PO.	Three respondents noted parking outside the post office, with one noting that there has been a recent reduction in levels and another comment noting that this was much less of a factor than other factors. This will be taken forward to the steering group to discuss.
Bus Stop stopping flow of traffic	❶ The affect occasionally of the bus stops disturbing the traffic flow ❷ Two Bus shelters in area of question. ❸ There are also 2 bus stops	Five respondents noted the proximity of the bus stops as being a potential issue. This will be taken forward to the steering group for discussion

	near. ❹ Buses and school buses. ❺ There are bus stops either side of The Street, near to the Post Office that affect the traffic flow.	
Proposed housing developments	❶ Projecting forward the Orttewell bridge area will cause traffic build up into Bury when the NE development is underway and the Berkeley Transport study should factor this into their rationale. ❷ In addition to the existing likely causes of the poor air quality there is a likelihood that the situation will be exacerbated by the currently proposed developments ❸ housing developments (Bekerley Homes/ The Triangle in Great Barton/Thurston) adding yet more. ❹ Inevitably the volume of traffic and therefore pollution will increase due to the various housing developments in and around Great Barton.	This will be taken forward to the steering group to ensure that there is joined up thinking prior to any formal response being made by either air quality officers or transport officers once any formal application is received for additional housing developments.
Proximity of the School	The proximity of the school and the use of the immediate area by children and parents	It is understood that a number of parents currently park on East Barton Road and use this crossing to gain access to the school. Discouraging this practice would not only reduce the use of the pedestrian crossing and therefore allow for the flow of traffic to be disturbed less, it would also prevent the school children from being exposed to the pollutants in this area. This will be taken forward to the steering group for further discussion.
Road condition	❶ Loose drain lids, bumps in	The condition of the road and short term road improvement works will have little impact on

	roads, noise issues near crossing because of bump ❷ Disturbed traffic flow for maintenance of man hole cover opposite church road	the air quality in the long term, although we will pass these comments to the Highway Authority
East Barton Road	Has a number of elderly people and just walking to the P.O. you take your life in your hands. The corner of Cox Lane is waiting for an accident to happen. Leaves are a danger to young and old and should be swept up. Parking on the road is dangerous.	These issues are not directly related to the air quality problem and will be passed to the appropriate departments
Danger / Speeding	❶ Frequent non-adherence to speed limit ❷ Resident who puts life at risk walking on the pavement (like hard shoulder of M1). Daren't cycle on the road, can not use front garden because of noise and fumes. Would not allow children to walk to school. The traffic volume is such that it is dangerous to walk on the Street. If it was a railway line you would be prosecuted for endangering your life. ❸ I fear it is only a matter of time until a lorry crashes into our house. Speed should be cut to 20mph. Erratic driving speeds (many people drive at	Five respondents specifically noted the dangerous nature of the A143 and the speed of traffic. This is also a matter Officers have noted during the course of the duties changing diffusion tubes on a monthly basis. Speeding traffic does not necessarily produce additional air pollution, however, we note that there are specific and significant concerns about the speed and nature of the traffic. We will look for any solution to be holistic in its nature and if we can help to reduce speeds or improve the safety then we will.

	excessive speeds erratically). ❹ I would also like to highlight the danger caused by the high volume of HGV's travelling in excess of 30mphwith school children walking along the path on the A143 ❺ Vehicles regularly breach the 30mph speed limit on "The Street".	
Mill Road	It is not acceptable to suggest the diversion of traffic via the B1106 (Mill Road and Barton Bottom) to reduce traffic through the Street.	One respondent suggested that it was not appropriate to divert the traffic via the B1106. Officers agree with this comment.
Bypass	❶The Cure of the problem has been obvious for the 50+ years I have used the village - until Great Barton gets a bypass the problem will only get worse! ❷ Another very obvious point is that if there was a Great Barton bypass then your other problem areas would disappear i.e. a., c., d., and e.	This point is covered above when considering the general volume of traffic.
West Suffolk Operational Hub	The proposed WSOH (Hollow Road Farm) would dramatically increase traffic density	One respondent specifically made note of the WSOH. We have considered this matter at length. The proposals for the WSOH are unlikely to affect the density of traffic in Great Barton. Bin lorries or operational vehicles servicing villages to the NE of Great Barton (e.g. Stanton and Ixworth) are currently based at Olding Road in Bury St Edmunds and have to travel through Great Barton via the A143 to reach these villages, this will be unchanged by the proposed move to Hollow Road Farm or any other location in Bury St Edmunds. Moving the depot/transfer station will not create any additional refuse collections in the villages to

		the NE of Great Barton and so the number of movements are unlikely to be affected. Lorries transporting waste to the EFW facility at Great Blakenham will travel directly from Hollow Road to the A14 and will not therefore go via Great Barton. Traffic accessing the proposed HWRC at Hollow Road Farm is again predominantly not new traffic, but traffic that was previously accessing the Rougham Hill site. It is likely that traffic accessing the Hollow Road Farm site that has to travel through Great Barton, would have previously travelled through Great Barton to reach Rougham Hill. There may be some exceptions to this, but these will not be a significant percentage or volume of traffic. We appreciate that there are some concerns regarding 'rat-running' through the village to reach the Hollow Road Farm site, however this will not have a negative impact on the small area of particular air quality concern, which is located on the main road (A143).
Other Comments	Dustbin lorries doing their rounds. Many emergency vehicles. Given the number of elderly residents living in Oakhampton House and Montana, air quality is an important issue.	

Table A.2 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
*		

*Consultation yet to take place.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Traffic Management	Great Barton Bypass	A Great Barton bypass would be a multi-million pound project and no funding source is currently available.
Traffic Management	Amendments to School Road to make one way traffic	Considered not currently feasible as making School Road one-way would require vehicles to make a right turn at the northern end of School Road, which is not a movement that is encouraged due to poor visibility. The northern end of School Road is designed to encourage a left turn only. To enable a fully safe right turn at the northern end of School Road Highway Engineers have confirmed this would require purchase of private land and engineering works. The cost of this project could therefore be significant. The purchase of land would require compulsory purchase orders the legal requirements of which are unlikely to be met unless it can be proved that there are no other feasible options. Our assessment has concluded that this solution would also add significantly to overall carbon emissions as it would add over a mile to each journey for traffic heading towards Bury St Edmunds. It is also noted that traffic heading towards Bury St Edmunds would still end up travelling through the AQMA (assuming they didn't rat run), albeit likely to be at a more steady speed and therefore producing slightly lower emissions than if they had exited School Road from the southern end and gone directly through the AQMA. Air quality benefits are therefore likely to be limited.

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
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
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