

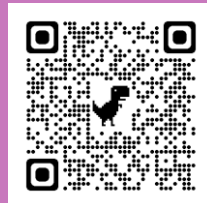
**Central
Bedfordshire**

**“Your
voice
matters”**

Sandy Air Quality Action Plan (AQAP)

16 July 2025 – 12 August 2025

Consultation Results



**Find out more at
www.centralbedfordshire.gov.uk/consultations**

Purpose of consultation

In 2019, the area 10 metres either side of the carriageway of the A1 (from the Bedford Road/A603 roundabout to the Georgetown exit) in Sandy was designated as an Air Quality Management Area, because air quality monitoring showed that the level of nitrogen dioxide (NO₂) exceeded both the Annual and Hourly Air Quality Objectives for nitrogen dioxide (NO₂). NO₂ concentrations are currently compliant with the objective, however we wish to allow for 5 years of full compliance before moving to revoke this AQMA.

We are legally required to produce an Air Quality Action Plan outlining the measures the council intends to implement to improve air quality within the Air Quality Management Areas and the wider area. Views and comments were sought on the proposed measures within the draft plan.

The process

The consultation ran from 16 July 2025 to 12 August 2025. Local residents, town and parish councils and stakeholders were encouraged to comment on the proposed plan by completing a short online survey. Paper response forms were also provided on request. The consultation ran for a period of 4 weeks.

Activities included:

- Press release, which was also picked up by Biggleswade Today
- Social media

11 posts with 5,782 impressions, 9 reactions within this:

- Facebook – 3 posts with 2,877 impressions
- Twitter/X - 3 posts with 929 impressions and 1.44% engagement
- Instagram 3 posts with 4 likes and 1,358 views/impressions
- LinkedIn 2 posts with 618 impressions and 5.01% engagement

*engagement is the number of interactions your content received from users - likes, comments, shares, saves, etc.

The consultation was also shared on the following local Facebook pages: We Love Pottton, Sandy, We love Sandy, Blunham Community page and shared by Cllr Richard Fuller MP

Feedback on the proposals

In total, 30 responses were received for this survey.

How they accessed the questionnaire:

- 14 (47%) respondents accessed the questionnaire through a pc/laptop
- 2 (7%) respondents accessed the questionnaire through the tablet version
- 14 (46%) respondents accessed the questionnaire through the mobile version

We also received a written letter from a resident that has been included in the Appendix at the end of this report.

To make sense of the feedback received, we have employed two types of analysis. We have looked at the headline quantitative measures, followed by coding of the free text comments to help understand the sentiment behind respondents' agreement or disagreement with the proposed plan. The codes we generated identified frequently mentioned comments and concerns. The findings of the survey are set out in the next section of this report.

When summarising these consultation findings in other reports please ensure that the findings of this report are quoted accurately, and that a link to this report is provided.

Please note, all quotes are shown as received, so may contain spelling mistakes, and percentages shown in the charts may not total 100% due to rounding.

The findings

The following are the findings from the consultation.

Q1. Are you responding as:

Resident of Central Bedfordshire 93% (28), Other 7% (2)

If other: Resident (1), South Cambridgeshire District Council (1)

Q2. Do you live in, or run a business situated within the Air Quality Management Area for Sandy?

53% (16) live near to the Air Quality Management Area for Sandy

40% (12) live in the Air Quality Management Area for Sandy

7% (2) said none of the options

Q3. To what extent do you agree that improving air quality is a priority for Central Bedfordshire Council? (please select one)

80% (24) agree

13% (4) disagree

7% (2) neither agreed nor disagreed.

Q4. To what extent are you concerned about the impact of air quality on your health, and the health of your family and friends? (please select one)

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96% (29) agreed that that they were concerned

3% (1) disagreed and weren't concerned

No respondents neither agreed nor disagreed.

Priorities

Q5.

How far do you agree or disagree with the inclusion of the following priorities for the Air Quality Action Plan for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Priority 1 - to promote active and sustainable travel enabling a shift away from use of private vehicles (cars), partly through the implementation of the Local Cycling and Walking Infrastructure Plans (LCWIPs)	24% (7)	24% (7)	17% (5)	21% (6)	14% (4)
Priority 2 - to promote the take up of electric vehicles (EV) and ultra low emission vehicles (ULEV) by developing the EV charging infrastructure	28% (8)	28% (8)	24% (7)	7% (2)	14% (4)
Priority 3 - implementation of Freight Strategy 2024, to ensure it is adopted into the Council's policies and strategies.	43% (13)	30% (9)	23% (7)	3% (1)	0
Priority 4 - to develop a cohesive Local Transport Plan	57% (17)	30% (9)	13% (4)	0	0

Promoting low emission transport

Q6.

How far do you agree or disagree that the proposed measures relating to promoting sustainable travel alternatives are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Continue to develop and improve the electric vehicle (EV) infrastructure	10% (3)	17% (5)	24% (7)	28% (8)	21% (8)

How far do you agree or disagree that the proposed measures relating to promoting sustainable travel alternatives are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Potential introduction of emissions policy for taxis	21% (6)	10% (3)	21% (6)	45% (13)	3% (1)

Promoting sustainable travel alternatives

Q7.

How far do you agree or disagree that the proposed measures relating to promoting sustainable travel alternatives are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Use Local Cycling and Walking Infrastructure Plans (LCWIPs) for Sandy to work towards improving walking infrastructure	13% (4)	33% (10)	20% (6)	20% (6)	13% (4)
Encourage adoption of workplace travel plans	10% (3)	35% (10)	17% (5)	31% (9)	7% (2)
Continuation of school travel plans and associated initiatives i.e. ModeshiftSTARS, etc.	13% (4)	23% (7)	37% (11)	20% (6)	7% (2)
Continuation of Bikeability	11% (3)	25% (7)	25% (7)	25% (7)	14% (4)
Continuation of School Streets	17% (5)	27% (8)	20% (6)	30% (9)	7% (2)

Transport planning and infrastructure

Q8.

How far do you agree or disagree that the proposed measures relating to transport planning and infrastructure are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Produce, consult and publish the Local Transport Plan and supporting documents	30% (9)	40% (12)	10% (3)	10% (3)	10% (3)
Use Local Cycling & Walking Infrastructure Plans (LCWIPs) for Sandy to work towards improving cycling infrastructure	17% (5)	27% (8)	17% (5)	27% (8)	13% (4)
Encourage use and benefits of public transport	24% (7)	28% (8)	24% (7)	10% (3)	14% (4)

Freight and delivery management

Q9.

How far do you agree or disagree that the proposed measures relating to freight and delivery management are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Implementation of the Freight Strategy	30% (9)	23% (7)	17% (5)	20% (6)	10% (3)

Policy Guidance and development control

Q10.

How far do you agree or disagree that the proposed measures relating to policy guidance and development control are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Use the Local Plan 2015-2035 to ensure the core principles relating to air quality /	23% (7)	17% (5)	23% (7)	27% (8)	10% (3)

How far do you agree or disagree that the proposed measures relating to policy guidance and development control are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
pollution held within the Local Plan are considered at relevant times					

Vehicle fleet efficiency

Q11.

How far do you agree or disagree that the proposed measures relating to vehicle fleet efficiency are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Reduce emissions from Central Bedfordshire Council's fleet	23% (7)	20% (6)	20% (6)	30% (9)	7% (2)

Environmental permitting

Q12.

How far do you agree or disagree that the proposed measures relating to environmental permitting are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Environmental Permitting	10% (3)	24% (7)	35% (10)	17% (5)	14% (4)

Public information

Q13.

How far do you agree or disagree that the proposed measures are likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Continue to monitor NO2 within Sandy via passive diffusion tubes & introduce lower cost sensor to monitor NO2, PM10 & PM2.5	30% (9)	27% (8)	20% (6)	20% (6)	3% (1)
Increase awareness of Air Pollution Alert System	17% (5)	38% (11)	28% (8)	14% (4)	3% (1)

Other

Q14.

How far do you agree or disagree that this proposed measure is likely to improve air quality within the Air Quality Management Area for Sandy?	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Securing (where necessary) planning conditions, Section 106 Agreements, provision of developer contributions, air quality monitoring, EV charging points, etc. for new developments for mitigation regarding impacts to air quality.	10% (3)	30% (9)	13% (4)	27% (8)	20% (6)

Q15. In your opinion, are there any other measures that you think should be considered as part of the Air Quality Action Plan?

Yes 72% (21)

No 10% (3)

Don't know 17% (5)

Q15a. What are the other measures to consider?

Theme	No. of comments
Sort out the A1 traffic/queueing	12
Move/reroute A1 away from Sandy	8
Improve unreliable public transport/get people off the road	2
Queuing on Bedford Road/London Road	2
Ban HGV in Sandy High Street	2
Put pressure on government	2
Look at general traffic reduction, many of these cars are out of area/passing through (A1 etc), so would not feature in consultation responses in CB	2

Q16. Further comments

Theme	No. of comments
Black cat roundabout work makes bottleneck for Sandy roundabout	5
Active travel won't have any impact on level of pollution	4
A1 is the issue and its going to get worse with new development	3
EV chargers are taking up valuable parking spaces, will end up being used by visitors not local people	2
Improve public transport links	2
Build a bypass or flyover	2

Conclusion:

Overall, the majority of respondents were in agreement with the inclusion of the priorities proposed for the Sandy Air Quality Action Plan, 87% (26) of the respondents agreed with the inclusion of priority 4 and to develop a cohesive Local Transport Plan. 73% (22) of the respondents believed that another priority should be the implementation of the Freight Strategy 2024 and to ensure that it is adopted into the Councils policies and strategies. 56% (16) in agreement with priority 2 to encourage the take up of electric vehicles (EV's) and ultra low emission vehicles (ULEV) and the infrastructure to charge these with. 48% (14) agreeing that priority 1 the promotion of active and sustainable travel,

The areas where respondents were most supportive were around the production, consultation and publishing of the Local Transport Plan and supporting documents with 70% (21) in agreement. 57% (17) with the continuation of monitoring NO₂ within Sandy with the use of diffusion tubes and the introduction of lower cost sensor to monitor NO₂, PM₁₀ and PM_{2.5}. 55% (16) also believed that the increasing of awareness of the Air Pollution Alert System would help any improvement. 53% (16) agreed that the implementation of the Freight Strategy would be likely to improve the Air Quality Management Area for Sandy. 52% (15) thought that the air quality would improve with further encouragement of the use of public transport and the benefits of this.

Whilst the respondents had mostly agreed with the priorities and their inclusion, there was disagreement in how likely the proposed measures would improve the air quality management area for Sandy. 49% (16) disagreed with the air quality affect of the continuation of the development of the EV infrastructure and the nearly the same amount of disagreement 48% (14) with the improvement to air quality with the introduction of an emission policy for taxis. 39% (11) were in disagreement the air would improve with the continuation of Bikeability and the continuation of School Streets 37% (11).

The options where the highest percentage was from respondents who were unsure if they were in agreement or disagreement with the effectiveness of the proposed measure to improve air quality were the continuation of school travel plans and associated initiatives i.e. ModeshiftSTARS, etc, with 37% (11) and 35% (10) the environmental permitting.

72% (21) of the respondents said that they believed that there were other measures to be considered as part of the Air Quality Action Plan, from the free comments the other measure highlighted were to address the A1 with the queuing traffic (12 comments) and consider re-routing (8 comments) the A1 away from Sandy. Other comments were to improve the public transport network (2 comments) look to address the access for HGV's to Sandy High Street, look at general traffic reduction as many of the drivers are transient (2 comments) and passing through the A1, so not involved in responding to this consultation, there were also the same amount of comments (2 comments) to ensure pressure is put on the government to assist with the introduction of any measures to implement these changes.

When respondents were asked if they had any further comments about the proposed Air Quality Action Plan for Sandy these centred around the black cat roundabout and the potential bottleneck of traffic at Sandy roundabout (5 comments), that some believed that active travel introduction won't have any impact on the level of pollution (4 comments) and that the A1 needs to be addressed (3 comments) There were also comments (2 comments for each of the following) that EV chargers

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may be taking up parking spaces and could be used by non residents of Sandy/Central Bedfordshire, the need to improve transport links, and the possibility of building a bypass or flyover for the A1 at Sandy.

What needs to be considered when looking at these results, is that 30 respondents replied to this consultation, so therefore the numbers need to be viewed with this in mind. When there are a small amount of responses, one or two responses either way can result in a sizeable shift in percentages/actual figures.

Males were more likely to respond to this consultation with 52%(15) and Female 35%(10), this shows an over representation of males and an underrepresentation of females versus the population of Central Bedfordshire (51% female and 49% male)

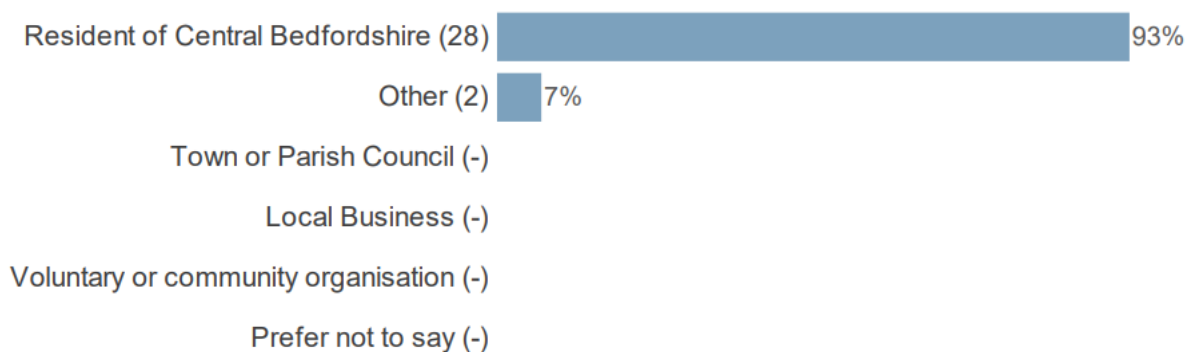
The age group with the highest amount of respondents was from 55-64 with 32% (9), followed by 65-74 with 29% (8) this is an over representation of both versus the population of Central Bedfordshire (with 16% and 12% respectively).

No responses were received for residents aged 24 and under, which make up 11% of the population of Central Bedfordshire (16-17 3%, 18-24 8%).

25% of the respondents to the consultation indicated that they had a disability versus the average of 15% for the population of Central Bedfordshire.

Full Consultation results

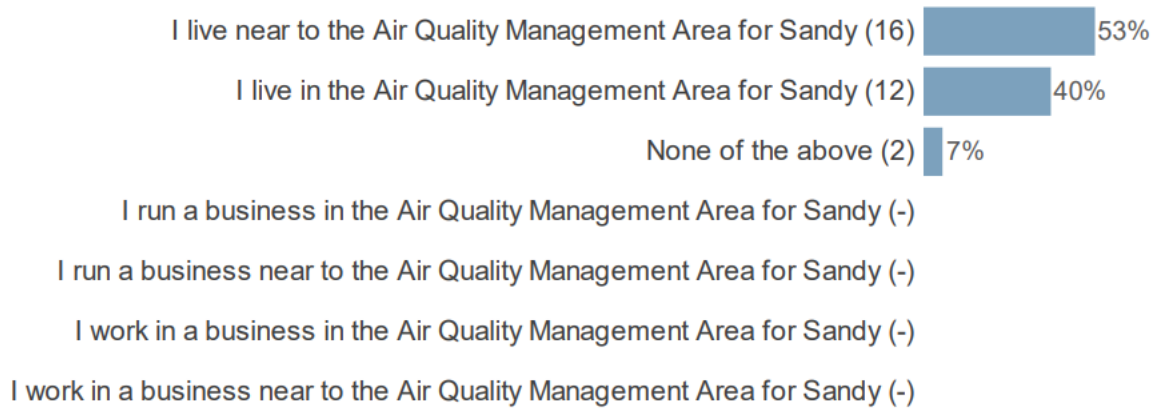
1.Are you responding as:



The above graph shows that respondents to the consultation were Residents 93% (28), or Other 7% (2)

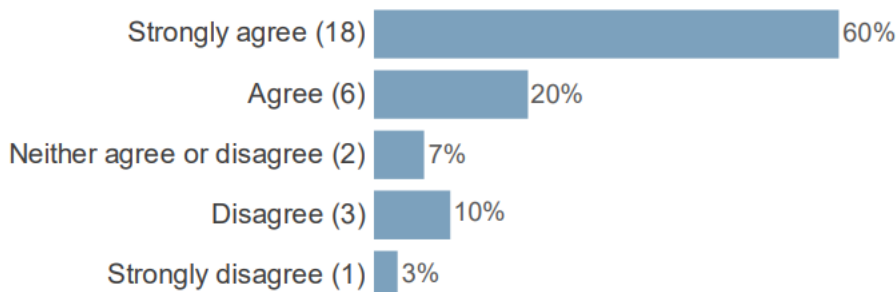
If other, please specify:

2.Do you live in, or run a business situated within the Air Quality Management Area for Sandy?



The above graph shows that of the 30 respondents that answered this question, that 53% (16) live near the Air Quality Management Area for Sandy, 40% (12) live in the AQMA for Sandy and 7% (2) said none of the above.

3.To what extent do you agree that improving air quality is a priority for Central Bedfordshire Council? (please select one)



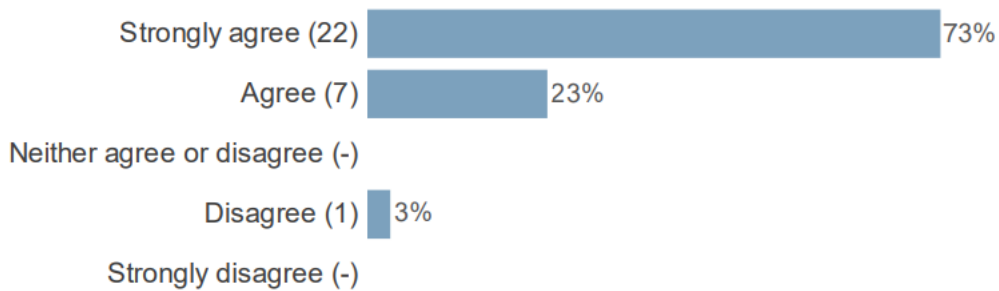
The above graph shows that of the 30 respondents that answered this question, when asked how far they agreed or disagreed that improving the air quality is a priority for Central Bedfordshire Council, 80% (24) were supportive, with 60% (18) strongly agreeing and 20% (6) agreeing.

13% (4) did not agree that improving air quality was a priority for Central Bedfordshire Council, with 10% (3) disagree and 3% (1) strongly disagree.

7% (2) neither agreed nor disagreed.

4.To what extent are you concerned about the impact of air quality on your health, and the health of your family and friends? (please select one)

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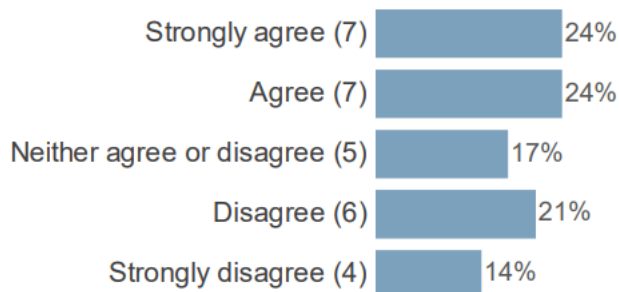
The above graph shows that of the 30 respondents that answered this question, when asked how concerned they were about the impact that air quality has on theirs and their family and friends health, 96% (29) were supportive, with 73% (22) strongly agreeing and 23% (7) agreeing.

3% (1) disagreed.

No respondents neither agreed nor disagreed.

5. How far do you agree or disagree with the inclusion of the following priorities for the Air Quality Action Plan for Sandy?

Priority 1 - to promote active and sustainable travel enabling a shift away from use of private vehicles (cars), partly through the implementation of the Local Cycling and Walking Infrastructure Plans (LCWIPs)



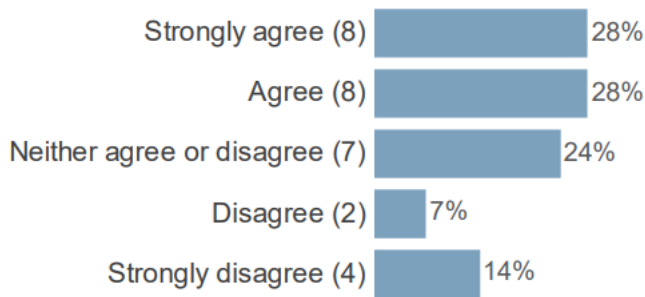
The above graph shows that of the 29 respondents that answered this question, 48% (14) were supportive, with 24% (7) strongly agreeing and 24% (7) agreeing.

35% (10) did not agree with 21% (6) disagree and 14% (4) strongly disagree.

17% (5) neither agreed nor disagreed.

Priority 2 - to promote the take up of electric vehicles (EV) and ultra low emission vehicles (ULEV) by developing the EV charging infrastructure

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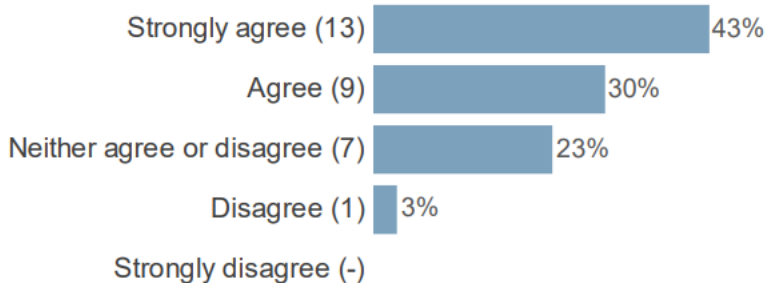


The above graph shows that of the 29 respondents that answered this question, 56% (16) were supportive, with 28% (8) strongly agreeing and 28% (8) agreeing.

21% (6) did not agree with 14% (4) strongly disagreeing and 7% (2) disagree.

24% (7) neither agreed nor disagreed.

Priority 3 - implementation of Freight Strategy 2024, to ensure it is adopted into the Council's policies and strategies.



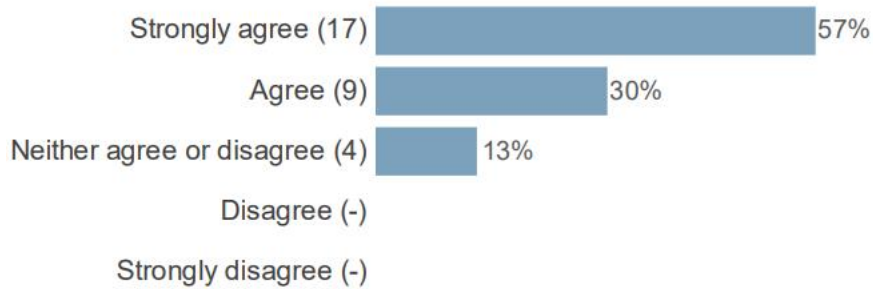
The above graph shows that of the 30 respondents that answered this question, 73% (22) were supportive, with 43% (13) strongly agreeing and 30% (9) agreeing.

3% (1) did not agree

23% (7) neither agreed nor disagreed.

Priority 4 - to develop a cohesive Local Transport Plan

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The above graph shows that of the 30 respondents that answered this question, 87% (26) were supportive, with 57% (17) strongly agreeing and 30% (9) agreeing.

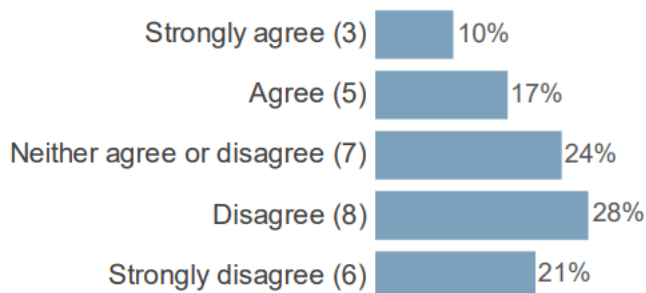
No respondents disagreed

13% (4) neither agreed nor disagreed.

Promoting low emission transport

6. How far do you agree or disagree that the proposed measures relating to promoting low emission transport are likely to improve air quality within the Air Quality Management Area for Sandy?

Continue to develop and improve the electric vehicle (EV) infrastructure



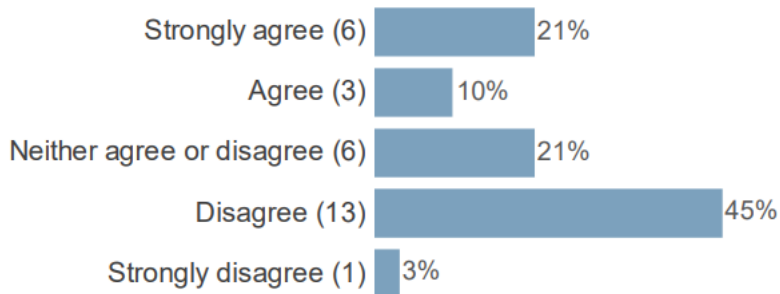
The above graph shows that of the 29 respondents that answered this question, 49% (14) did not support the proposed measure, with 28% (8) disagreeing and 21% (6) strongly disagreeing.

27% (8) agreed with 17% (5) agree and 10% (3) strongly agreeing.

24% (7) neither agreed nor disagreed.

How far do you agree or disagree that the proposed measures relating to promoting low emission transport are likely to improve air quality within the Air Quality Management Area for Sandy?

Potential introduction of emissions policy for taxis



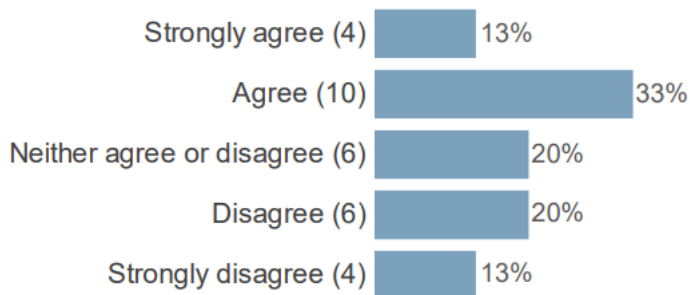
The above graph shows that of the 29 respondents that answered this question, 48% (14) did not support the proposed measure, with 45% (13) disagreeing and 3% (1) strongly disagreeing.

31% (9) agreed with 21% (5) strongly agree and 10% (3) agreeing.

21% (6) neither agreed nor disagreed.

Promoting sustainable travel alternatives

7. Use Local Cycling and Walking Infrastructure Plans (LCWIPs) for Sandy to work towards improving walking infrastructure



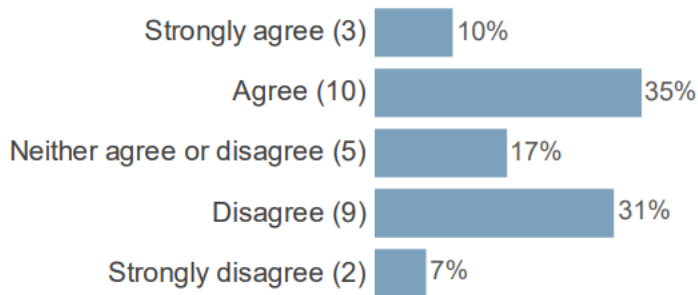
The above graph shows that of the 30 respondents that answered this question, 46% (14) were supportive, with 33% (10) agreeing and 13% (4) strongly agreeing.

33% (10) did not agree, with 20% (6) disagree and 13% (4) strongly disagree.

20% (6) neither agreed nor disagreed.

Encourage adoption of workplace travel plans

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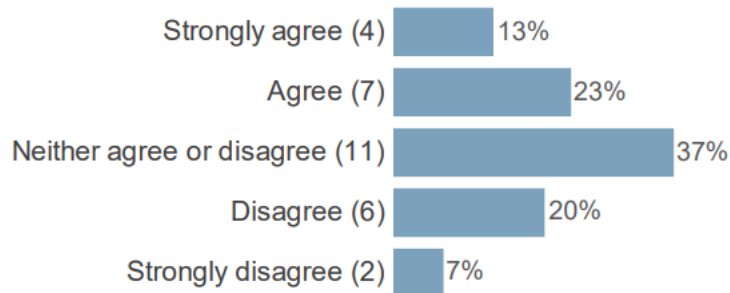


The above graph shows that of the 29 respondents that answered this question, 45% (13) were supportive, with 35% (10) agreeing and 10% (3) strongly agreeing.

38% (11) did not agree, with 31% (9) disagree and 7% (2) strongly disagree.

17% (5) neither agreed nor disagreed.

Continuation of school travel plans and associated initiatives i.e. ModeshiftSTARS, etc.



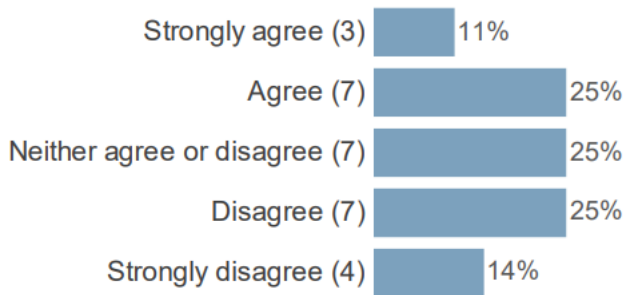
The above graph shows that of the 30 respondents that answered this question, 36% (11) were supportive, with 23% (7) agreeing and 13% (4) strongly agreeing.

27% (8) did not agree, with 20% (6) disagree and 7% (2) strongly disagree.

37% (11) neither agreed nor disagreed.

Continuation of Bikeability

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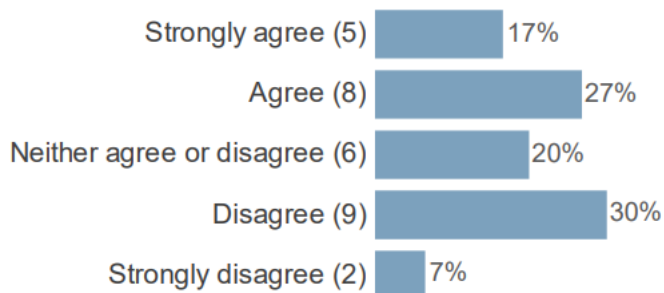


The above graph shows that of the 28 respondents that answered this question, 39% (11) did not support the proposed measure, with 25% (7) disagreeing and 14% (4) strongly disagreeing.

36% (10) agreed with 25% (7) agree and 11% (3) strongly agreeing.

25% (7) neither agreed nor disagreed.

Continuation of School Streets



The above graph shows that of the 30 respondents that answered this question, 44% (13) were supportive, with 27% (8) agreeing and 17% (5) strongly agreeing.

37% (11) did not agree, with 30% (9) disagree and 7% (2) strongly disagree.

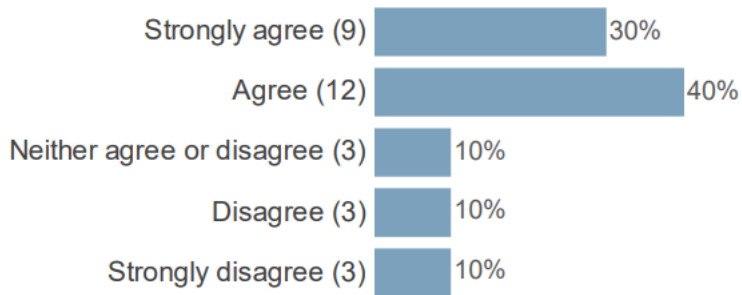
20% (6) neither agreed nor disagreed.

Transport planning and infrastructure

8. How far do you agree or disagree that the proposed measures relating to transport planning and infrastructure are likely to improve air quality within the Air Quality Management Area for Sandy?

Produce, consult and publish the Local Transport Plan and supporting documents

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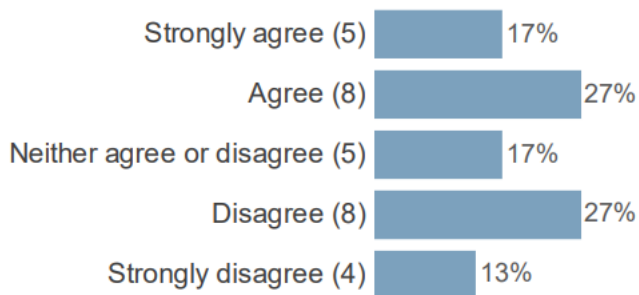


The above graph shows that of the 30 respondents that answered this question, 70% (21) were supportive, with 40% (12) agreeing and 30% (9) strongly agreeing.

20% (6) did not agree, with 10% (3) disagree and 10% (3) strongly disagree.

10% (3) neither agreed nor disagreed.

Use Local Cycling & Walking Infrastructure Plans (LCWIPs) for Sandy to work towards improving cycling infrastructure

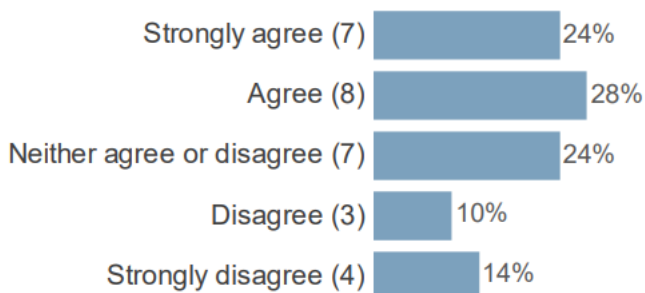


The above graph shows that of the 30 respondents that answered this question, 44% (13) were supportive, with 27% (8) agreeing and 17% (5) strongly agreeing.

40% (12) did not agree, with 27% (8) disagree and 13% (4) strongly disagree.

17% (5) neither agreed nor disagreed.

Encourage use and benefits of public transport



The above graph shows that of the 29 respondents that answered this question, 52% (15) were supportive, with 28% (8) agreeing and 24% (7) strongly agreeing.

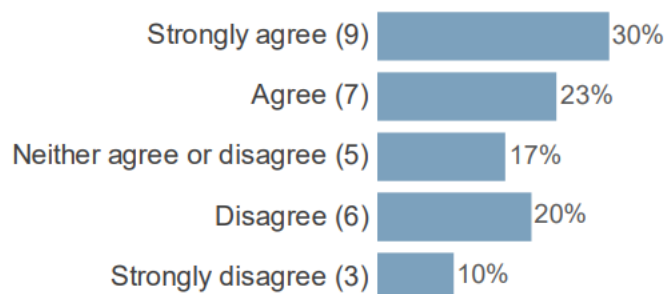
24% (7) did not agree, with 14% (4) strongly disagree and 10% (3) disagree.

24% (7) neither agreed nor disagreed.

Freight and delivery management

9. How far do you agree or disagree that the proposed measures relating to freight and delivery management are likely to improve air quality within the Air Quality Management Area for Sandy?

Implementation of the Freight Strategy



The above graph shows that of the 30 respondents that answered this question, 53% (16) were supportive, with 30% (9) strongly agreeing and 23% (7) agreeing.

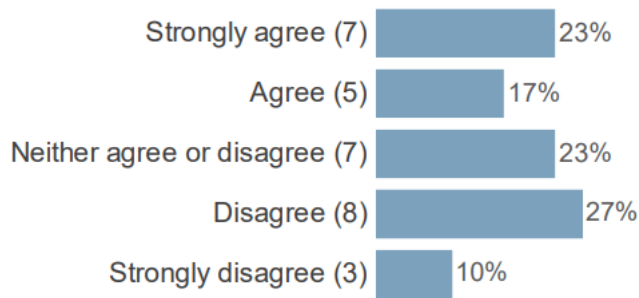
30% (9) did not agree, with 20% (6) disagree and 10% (3) strongly disagree.

17% (5) neither agreed nor disagreed.

Policy Guidance and development control

10. How far do you agree or disagree that the proposed measures relating to policy guidance and development control are likely to improve air quality within the Air Quality Management Area for Sandy?

Use the Local Plan 2015-2035 to ensure the core principles relating to air quality/pollution held within the Local Plan are considered at relevant times



The above graph shows that of the 30 respondents that answered this question, 40% (12) were supportive, with 23% (7) strongly agreeing and 17% (5) agreeing.

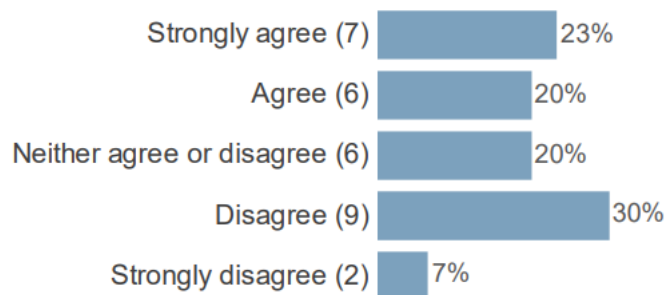
37% (11) did not agree, with 27% (8) disagree and 10% (3) strongly disagree.

23% (7) neither agreed nor disagreed.

Vehicle fleet efficiency

11.How far do you agree or disagree that the proposed measures relating to vehicle fleet efficiency are likely to improve air quality within the Air Quality Management Area for Sandy?

Reduce emissions from Central Bedfordshire Council's fleet



The above graph shows that of the 30 respondents that answered this question, 43% (13) were supportive, with 23% (7) strongly agreeing and 20% (6) agreeing.

37% (11) did not agree, with 30% (9) disagree and 7% (2) strongly disagree.

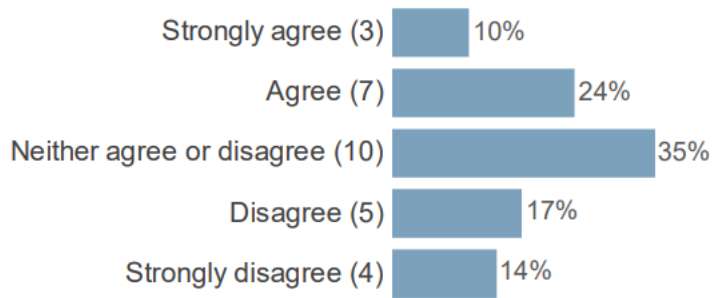
20% (6) neither agreed nor disagreed.

Environmental permitting

12.How far do you agree or disagree that the proposed measures relating to environmental permitting are likely to improve air quality within the Air Quality Management Area for Sandy?

Environmental Permitting

Sandy Air Quality Action Plan consultation report 2025



The above graph shows that of the 29 respondents that answered this question, 34% (10) were supportive, with 24% (7) agreeing and 10% (3) strongly agreeing.

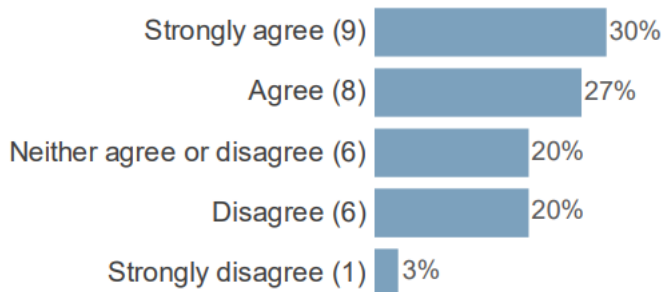
31% (9) did not agree, with 17% (5) disagree and 14% (4) strongly disagree.

35% (10) neither agreed nor disagreed.

Public information

13. How far do you agree or disagree that the proposed measures are likely to improve air quality within the Air Quality Management Area for Sandy?

Continue to monitor NO₂ within Sandy via passive diffusion tubes & introduce lower cost sensor to monitor NO₂, PM₁₀ & PM_{2.5}

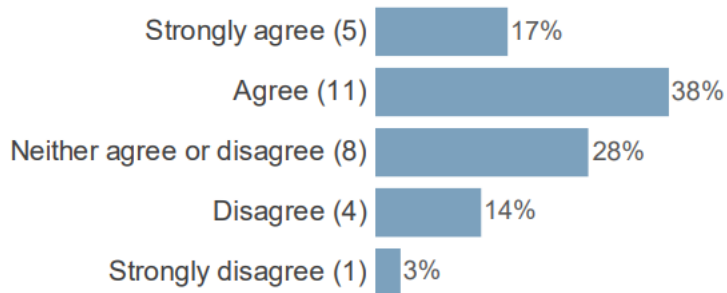


The above graph shows that of the 30 respondents that answered this question, 57% (17) were supportive, with 30% (9) strongly agreeing and 27% (8) agreeing.

23% (7) did not agree, with 20% (6) disagree and 3% (1) strongly disagree.

20% (6) neither agreed nor disagreed.

Increase awareness of Air Pollution Alert System



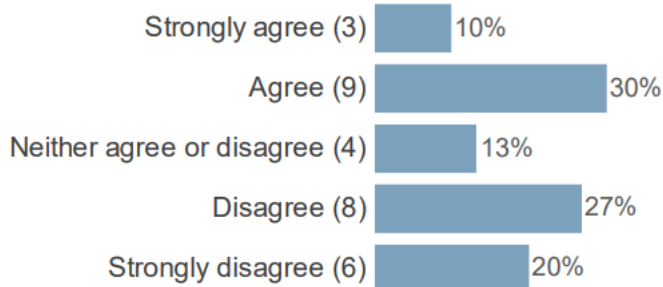
The above graph shows that of the 29 respondents that answered this question, 55% (16) were supportive, with 38% (11) agreeing and 17% (5) strongly agreeing.

17% (5) did not agree, with 14% (4) disagree and 3% (1) strongly disagree.

28% (8) neither agreed nor disagreed.

14. How far do you agree or disagree that this proposed measure is likely to improve air quality within the Air Quality Management Area for Sandy? (please select one per row)

Securing (where necessary) planning conditions, Section 106 Agreements, provision of developer contributions, air quality monitoring, EV charging points, etc. for new developments for mitigation regarding impacts to air quality



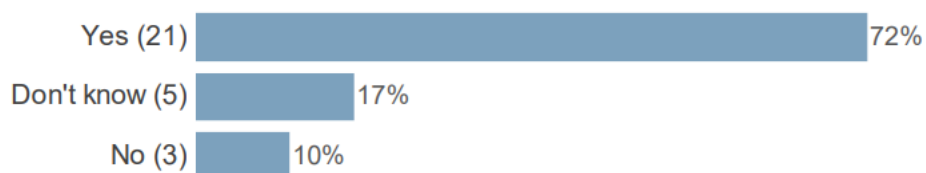
The above graph shows that of the 30 respondents that answered this question, 47% (14) did not support the proposed measure, with 27% (8) disagreeing and 20% (6) strongly disagreeing.

40% (12) agreed with 30% (9) agree and 10% (3) strongly agreeing.

13% (4) neither agreed nor disagreed.

15. In your opinion, are there any other measures that you think should be considered as part of the Air Quality Action Plan?

Sandy Air Quality Action Plan consultation report 2025



Yes 72% (21), No 10% (3), Don't know 17% (5)

Respondent who answered yes were asked to provide details. 21 comments were received. The main themes have been listed below:

Theme	No. of comments
Sort out the A1 traffic/queueing	12
Move/reroute A1 away from Sandy	8
Improve unreliable public transport/get people off the road	2
Queuing on Bedford Road/London Road	2
Ban HGV in Sandy High Street	2
Put pressure on government	2
Look at general traffic reduction, many of these cars are out of area/passing through (A1 etc), so would not feature in consultation responses in CB	2
Remove A1 roundabout, to encourage flow	1
Work with partners (police,DVSA)	1
Enforce engine idling rules	1
Look at a kind of ULEZ but localized	1
Consider overhead air traffic too	1

Some examples of the themes have been included below:

Sort out the A1 traffic/queueing

“The biggest impact/cause of air quality issues is the traffic up and down the A1, particularly the Southbound queuing traffic approaching the Sandy Roundabout.”

"Most of the pollution is from the A1, so how does adding an extra few charging points in Sandy address the issue? - it doesn't! Promoting cleaner alternative transport, again, does not address the issue."

"Poor air quality around the A1 through Sandy is due to traffic queuing southbound before the roundabout. None of the proposals will affect the volume of this traffic. In fact when the works at the black cat are complete, the traffic will get considerably worse."

"Most, if not all the pollution is from the A1. Effective barrier(s) to shield the pollution may be a better option. Perhaps a polytunnel from the Black Cat junction to New Road junction of the A1 would be a better solution?"

Move/reroute A1 away from Sandy

"Since the pollution is caused by the A1 then the obvious answer is to re-route the A1 so that it no longer comes through the Girtford and Beeston parts of Sandy. It is incredible that pretty much the whole of the A1 has been re-routed and upgraded apart from the Sandy bit."

"The majority of what is being considered misses the main issue which is the A1 needs to be re routed as planned 20+ years ago. The fact the current A1 travels through built up areas and has multiple pinch points between Tempsford and Baldock is an issue that needs to be fixed. Everything else is tinkering at the edges and a waste of money."

"The re-routing of the A1 and the removal of queuing traffic is the only thing that will make a long and sustainable difference to the air quality in Sandy."

Improve unreliable public transport/get people off the road

"Control of traffic in sandy more LTN and 20 miles limits and reducing 'rat runs' from traffic trying to jump queues on A1 can easily be done just need a will and I believe money available from transport minister to support this. Just poor effort by our councillors need to get the job done"

Queuing on Bedford Road/London Road

"Improve the traffic queuing on Bedford Road, London Road and the A1."

Ban HGV in Sandy High Street

"Stop HGV,s using Sandy as a rat run ."

Put pressure on government

"Place pressure on the government to MOVE the A1 away from Sandy. This is the only effective solution. Reduce the spread of pollution by closing the London Road peak hours rat-run."

Look at general traffic reduction, many of these cars are out of area/passing through (A1 etc), so would not feature in consultation responses in CB

“You need to look outside of CBC to work and address the needed reduction in traffic, as most of these vehicles are travelling from outside of the area and are not being included in any type of consultation or solution to the problems.”

Other single comments were received regarding the following:

- **Remove A1 roundabout, to encourage flow**
- **Work with partners (police, DVSA)**
- **Enforce engine idling rules**
- **Look at a kind of ULEZ but localized**
- **Consider pollution from overhead air traffic too**

Respondents were asked if they have any further comments regarding the Air Quality Action Plan for Sandy for 2025-2030. 23 comments were received. The main themes have been listed below:

Theme	No. of comments
Black cat roundabout work makes bottleneck for Sandy roundabout	5
Active travel won't have any impact on level of pollution	4
A1 is the issue and its going to get worse with new development	3
EV chargers are taking up valuable parking spaces, will end up being used by visitors not local people	2
Improve public transport links	2
Build a bypass or flyover	2
Minimize HGV's	1
Improvements will not affect enough people	1
Health dangers of pollution from A1	1
Needs tougher action	1
Alert system needs more publicity	1
Don't steer away from private cars	1
Nothing in this Plan will improve air quality	1

Theme	No. of comments
The Herts & Beds Air Pollution Alert System – no option to sign up for alerts for Sandy	1

Some examples of the themes have been included below:

Black cat roundabout work makes bottleneck for Sandy roundabout

“The problem is the A1 traffic nothing in this plan seems to really tackle that. The problem may well get worse, as the Black Cat roundabout will no longer be a bottleneck the queuing traffic down to the Sandy Roundabout will likely get worse.”

“Having lived in Sandy all my life the last 50 yrs within 500 yds from the A1 the through-traffic is at an unexceptionable levels which will only get worse as the Black cat is finish making Sandy roundabout a bigger bottle neck than it all ready is. Putting a lot of the proposed measures in place will not change traffic on the main cause ie the A1.”

Active travel won't have any impact on level of pollution

“This has been a problem for years, telling people to bike walk etc won’t work when at 7-8 am people are on way to school work.”

“Yes - if you think that encouraging people to cycle to work is going to reduce the level of pollution to Sandy from the A1 then you are living in cloud cuckoo land!”

A1 is the issue and its going to get worse with new development

“The problem is the A1 and the amount of standing traffic from it and Bedford Road and London Road, from 7.30 in morning, reducing slightly when the schools are shut.”

“Having lived in Sandy all my life the last 50 yrs within 500 yds from the A1 the through-traffic is at an unexceptionable levels which will only get worse as the Black cat is finish making Sandy roundabout a bigger bottle neck than it all ready is.”

EV chargers are taking up valuable parking spaces, will end up being used by visitors not local people

“Placing EV chargers in the centre of Sandy, rather than in the main car park is ridiculous! Sandy is a transitory town with people visiting the centre for a short period of time for activities such as dental appointments, bakery visits, post office visit, haircurs, parcel drop off, small basket shopping. The introduction of 8 EV charging points, like the same in Potton, blocks these valuable spaces, forcing those that use the spaces to park in the main car park. Forcing local people away from the centre will potentially further undermine the centre of Sandy. Who thinks placing these chargers here is a good idea? beggars belief! By the way, we own 2 EV's and do recharge occassionally when away at motorway service stations. These EV stations in sandy will not be used by local people.”

Improve public transport links

“Some people cannot walk or cycle and the bus service within sandy is still poor so the car will still be used as the eV is still not suitable for many people”

Build a bypass or flyover

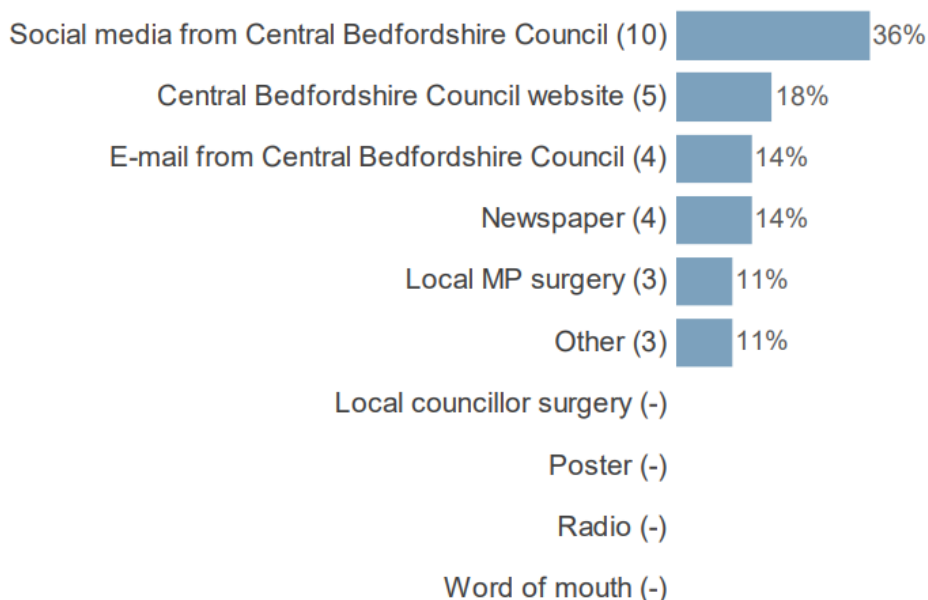
“There are only 2 solutions (neither are in the Action Plan. 1) build a bypass for the A1 so there would be little or no traffic at Sandy. This was proposed years ago, but was axed by John Prescott. 2) build a flyover junction to replace the roundabout. This will remove the queue of stationary traffic. This was also proposed in the 1970’s, but again the scheme was axed.”

Other single comments were received regarding the following:

- **minimize HGV's**
- **Improvements will not affect enough people**
- **Health dangers of pollution from A1**
- **Needs tougher action**
- **Alert system needs more publicity**
- **Don't steer away from private cars**
- **Nothing in this Plan will improve air quality**
- **The Herts & Beds Air Pollution Alert System – no option to sign up for alerts for Sandy**

Demographics

17.How did you hear about this consultation?



Social media from Central Bedfordshire Council 36% (10), Central Bedfordshire Council website 18% (5), E-mail from Central Bedfordshire Council 14% (4), Newspaper 14% (4), Local MP surgery 11% (3), Other 11% (3)

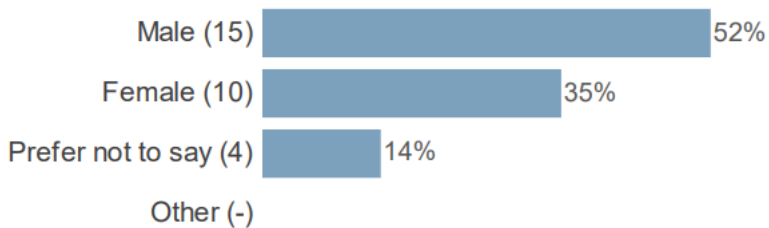
If other, please tell us: Social Media from Sandy Town Council (1), A post on facebook (1), Sandy Community Facebook page (1)

If social media, please tell us which one:



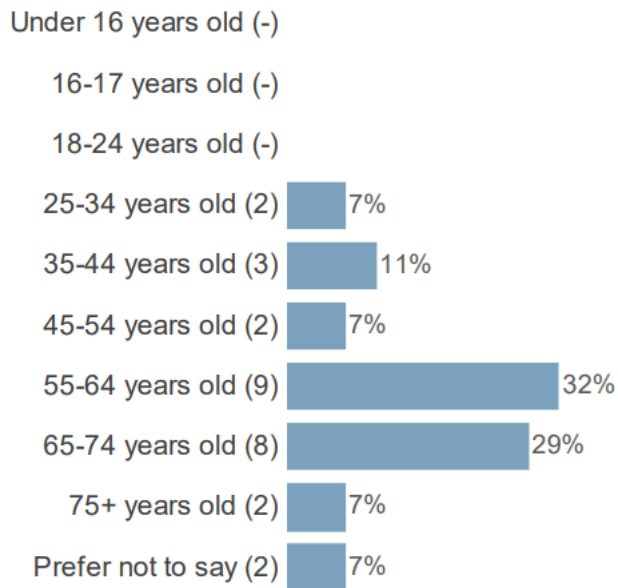
The above graph shows that the social media respondents heard about the consultation through was Facebook 100% (10)

19.Are you: (please select one)



The above graph shows that 29 respondents answered this question, they were Male 52% (15), Female 35% (10). 14% (4) Preferred not to say. No respondents said Other. Females were under-represented compared to the Central Bedfordshire population. Whilst Males were slightly over represented. (51% female and 49% male)

20.What is your age? (please select one)

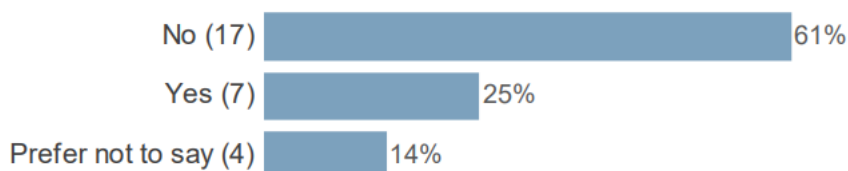


The above graph shows, of the 28 who answered this question, the age of the respondents was 55-64 32% (9), 65-74 29% (8), 35-44 11% (3), 25-34 7% (2), 45-54 7% (2), 75+ 7% (2).

7% (2) Preferred not to say.

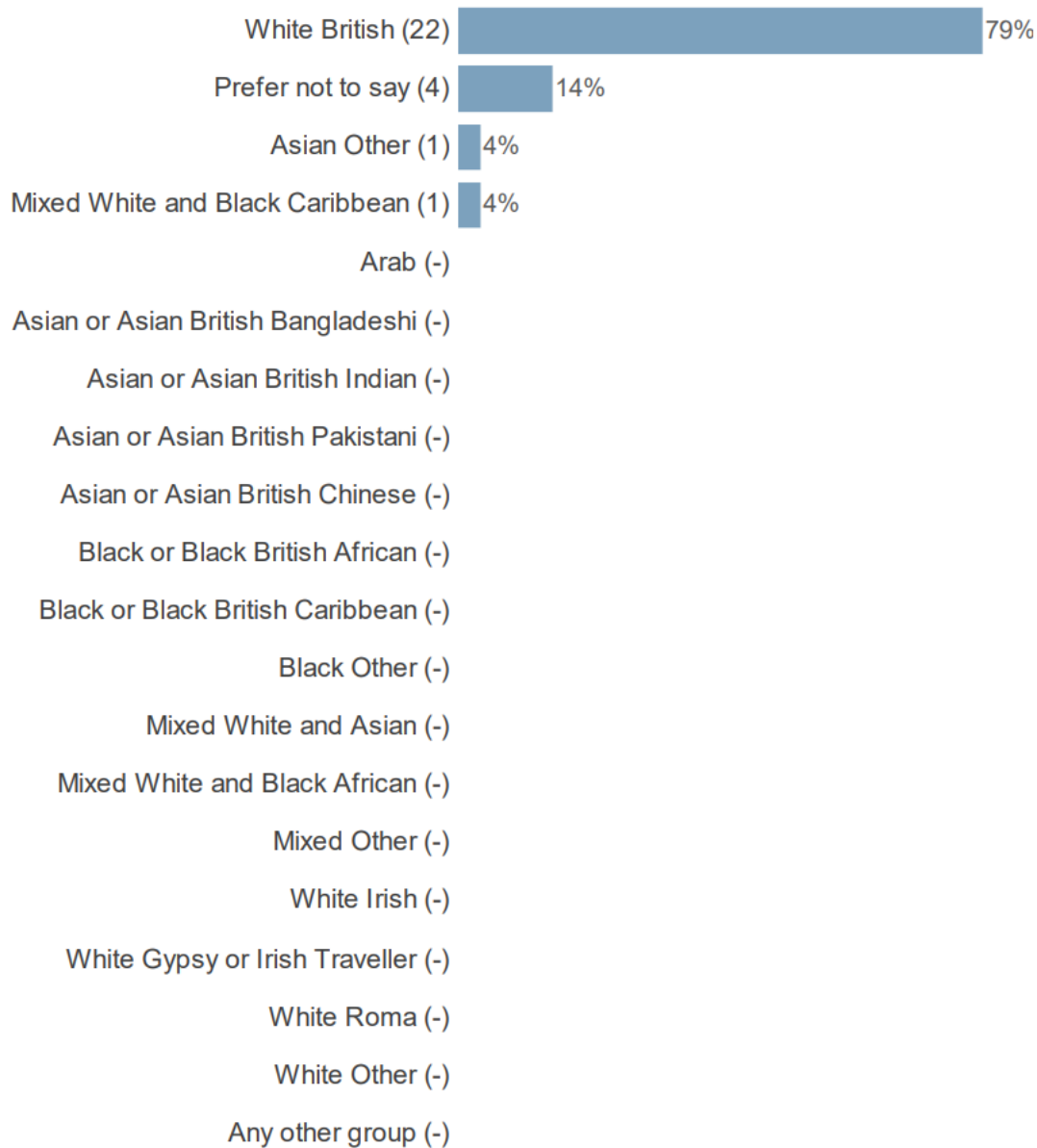
No responses were received from under 16, 16-17 years old or 18-24 years old age groups.

21. Do you consider yourself disabled? (please select one) Under the Equality Act 2010 a person is considered to have a disability if they have a physical or mental impairment which has a sustained and long-term adverse effect on their ability to carry out normal day to day activities.



The above graph shows that of the 28 who answered this question, the respondents who indicated that they had a disability in the consultation was 25% (7), with 61% (17) saying No. This is an over representation from those who said that they had a disability versus the average of 15% versus the population of Central Bedfordshire.

22. To which of these groups do you consider you belong? (please select one)



The above graph shows the groups that of the 28 respondents who answered this question, considered that they belonged to, White British 79% (22), Asian Other 4%(1), Mixed White and Black Caribbean 4%(1).

14% (4) Preferred not to say.

Appendix

Letter received from resident:

In my view the wrong things are being looked at. The various suggestions appear to be tinkering around the edges when it is the A1 trunk road more or less solely that is responsible. To suggest cyclists should be encouraged to ride their bikes on the A1 or residents to walk beside it as ways to reduce the pollution is clearly nonsense.

CBC has apparently removed itself from taking any action to meet its statutory responsibilities on the grounds there is nothing it can do as National Highways operates the A1 as a trunk road.

Central Bedfordshire in contact

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